

Scrutiny for Policies and Place Committee

Tuesday 24 April 2018

10.00 am Luttrell Room - County Hall,
Taunton



To: The Members of the Scrutiny for Policies and Place Committee

Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chair), Cllr P Ham, Cllr T Napper, Cllr A Wedderkopp, Cllr B Filmer, Cllr John Hunt, Cllr J Thorne and Cllr G Noel

All Somerset County Council Members are invited to attend meetings of the Cabinet and Scrutiny Committees.

Issued By Julian Gale, Strategic Manager - Governance and Risk - 13 April 2018

For further information about the meeting, please contact Lindsey Tawse on 01823 355059, ltawse@somerset.gov.uk or Jamie Jackson on 01823 359040, jajackson@somerset.gov.uk

Guidance about procedures at the meeting follows the printed agenda.

This meeting will be open to the public and press, subject to the passing of any resolution under Section 100A (4) of the Local Government Act 1972.

This agenda and the attached reports and background papers are available on request prior to the meeting in large print, Braille, audio tape & disc and can be translated into different languages. They can also be accessed via the council's website on www.somerset.gov.uk/agendasandpapers



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AGENDA

Item Scrutiny for Policies and Place Committee - 10.00 am Tuesday 24 April 2018

****Public Guidance notes contained in agenda annexe****

1 **Apologies for absence**

2 **Declarations of Interest**

Details of all Members' interests in District, Town and Parish Councils will be displayed in the meeting room. The Statutory Register of Member's Interests can be inspected via the Community Governance team.

3 **Minutes from the previous meeting held on 06 March 2018** (Pages 7 - 14)

The Committee is asked to confirm the minutes are accurate.

4 **Public Question Time**

The Chairman will allow members of the public to ask a question or make a statement about any matter on the agenda for this meeting. **These questions may be taken during the meeting, when the relevant agenda item is considered, at the Chairman's discretion.**

5 **Local Transport Plan (LTP) Implementation Plan** (Pages 15 - 54)

To receive the report.

6 **A303 Sparkford to Ilchester Response to Statutory Consultation** (Pages 55 - 90)

To receive the report.

7 **Award of Contract for the provision of Temporary Labour** (Pages 91 - 106)

To receive the report.

Possible exclusion of the press and public

PLEASE NOTE: Although the main report for this item not confidential, supporting appendices available to Members contain exempt information and are therefore marked confidential – not for publication. At any point if Members wish to discuss information within this appendix then the Committee will be asked to agree the following resolution to exclude the press and public:

Exclusion of the Press and Public

To consider passing a resolution having been duly proposed and seconded under Schedule 12A of the Local Government Act 1972 to exclude the press and public from the meeting, on the basis that if they were present during the business to be transacted there would be a likelihood of disclosure of exempt information, within the meaning of Schedule 12A to the Local Government Act 1972:

Reason: Information relating to the financial or business affairs of any particular

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person (including the authority holding that information).

8 **Scrutiny for Policies and Place Committee Work Programme** (Pages 107 - 118)

To receive an update from the Governance Manager, Scrutiny and discuss any items for the work programme. To assist the discussion, attached are:

- The Committee's work programme
- The Cabinet's forward plan

9 **Any other urgent items of business**

The Chairman may raise any items of urgent business.

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Agenda Annexe

Guidance notes for the meeting

1. Inspection of Papers

Any person wishing to inspect Minutes, reports, or the background papers for any item on the Agenda should contact the Committee Administrator for the meeting – Lindsey Tawse on Tel: (01823) 355059 or 357628 or Email: ltawse@somerset.gov.uk They can also be accessed via the council's website on www.somerset.gov.uk/agendasandpapers

2. Members' Code of Conduct requirements

When considering the declaration of interests and their actions as a councillor, Members are reminded of the requirements of the Members' Code of Conduct and the underpinning Principles of Public Life: Honesty; Integrity; Selflessness; Objectivity; Accountability; Openness; Leadership. The Code of Conduct can be viewed at: <http://www.somerset.gov.uk/organisation/key-documents/the-councils-constitution/>

3. Minutes of the Meeting

Details of the issues discussed and recommendations made at the meeting will be set out in the Minutes, which the Committee will be asked to approve as a correct record at its next meeting.

4. Public Question Time

If you wish to speak, please tell Lindsey Tawse the Committee's Administrator - by 12 noon the (working) day before the meeting.

At the Chairman's invitation you may ask questions and/or make statements or comments about any matter on the Committee's agenda – providing you have given the required notice. You may also present a petition on any matter within the Committee's remit. The length of public question time will be no more than 30 minutes in total.

A slot for Public Question Time is set aside near the beginning of the meeting, after the minutes of the previous meeting have been signed. However, questions or statements about any matter on the Agenda for this meeting may be taken at the time when each matter is considered.

You must direct your questions and comments through the Chairman. You may not take direct part in the debate. The Chairman will decide when public participation is to finish.

If there are many people present at the meeting for one particular item, the Chairman may adjourn the meeting to allow views to be expressed more freely. If an item on the Agenda is contentious, with a large number of people attending the meeting, a representative should be nominated to present the views of a group.

An issue will not be deferred just because you cannot be present for the meeting. Remember that the amount of time you speak will be restricted, normally to two minutes only.

5. Exclusion of Press & Public

If when considering an item on the Agenda, the Committee may consider it appropriate to pass a resolution under Section 100A (4) Schedule 12A of the Local Government Act 1972 that the press and public be excluded from the meeting on the basis that if they were present during the business to be transacted there would be a likelihood of disclosure of exempt information, as defined under the terms of the Act.

6. Committee Rooms & Council Chamber and hearing aid users

To assist hearing aid users the following Committee meeting rooms have infra-red audio transmission systems (Luttrell room, Wyndham room, Hobhouse room). To use this facility we need to provide a small personal receiver that will work with a hearing aid set to the T position. Please request a personal receiver from the Committee's Administrator and return it at the end of the meeting.

7. Recording of meetings

The Council supports the principles of openness and transparency. It allows filming, recording and taking photographs at its meetings that are open to the public - providing this is done in a non-disruptive manner. Members of the public may use Facebook and Twitter or other forms of social media to report on proceedings and a designated area will be provided for anyone wishing to film part or all of the proceedings. No filming or recording may take place when the press and public are excluded for that part of the meeting. As a matter of courtesy to the public, anyone wishing to film or record proceedings is asked to provide reasonable notice to the Committee Administrator so that the relevant Chairman can inform those present at the start of the meeting.

We would ask that, as far as possible, members of the public aren't filmed unless they are playing an active role such as speaking within a meeting and there may be occasions when speaking members of the public request not to be filmed.

The Council will be undertaking audio recording of some of its meetings in County Hall as part of its investigation into a business case for the recording and potential webcasting of meetings in the future.

A copy of the Council's Recording of Meetings Protocol should be on display at the meeting for inspection, alternatively contact the Committee Administrator for the meeting in advance.

SCRUTINY FOR POLICIES AND PLACE COMMITTEE

Minutes of a Meeting of the Scrutiny for Policies and Place Committee held in the Luttrell Room - County Hall, Taunton, on Tuesday 6 March 2018 at 10.00 am

Present: Cllr T Lock (Chairman), Cllr M Lewis (Vice-Chair), Cllr T Napper, Cllr A Wedderkopp, Cllr B Filmer, Cllr John Hunt, Cllr J Thorne, Cllr G Noel and Cllr N Taylor

Other Members present: Cllr C Aparicio Paul, Cllr S Coles, Cllr H Davies, Cllr D Hall, Cllr L Leyshon, Cllr T Munt, Cllr L Redman and Cllr R Williams

Apologies for absence: Cllr P Ham

67 **Declarations of Interest** - Agenda Item 2

There were no declarations of interest.

68 **Minutes from the previous meeting held on 30 January** - Agenda Item 3

The minutes of the meeting on 30 January 2017 were accepted as being accurate by the Committee.

69 **Public Question Time** - Agenda Item 4

There were two public questions in relation to item 5.

Peter Murphy – Chair, Friends of Somerset Libraries (FOSL)

In the approach to the current Library Service Review, FOSL were heartened by a statement from the Leader of the Council that the Council was working to keep all libraries open. When the consultation was launched, the language which we had worked to keep as positive as possible was changed. The change was in effect saying that if a community supported solution to keeping some libraries open cannot be found, those libraries will close. The FOSL approach, which we believed SCC had agreed with, was to deliver statutory library services through existing library buildings with community support. This would, we believe have encouraged communities to approach the consultation in an open minded way but the change means they are being pressurised into reaching an agreement or losing their library. It began to feel like a rerun of the 2010 - 11 review.

FOSL has presented a preliminary analysis to officers which suggests that SCC could offer funding to all community library partnerships within the budget options available. If communities are to be encouraged to enter into such partnerships, they must feel that they are not taking on a higher financial commitment than their communities can afford. This Review is intended to reset the library network for the next five years at least. It would be a missed opportunity if the Council failed to invest sufficient funds to make the community partnership solutions work.

FOSL continues to encourage communities to engage with the library service to find creative ways to keep current libraries open. An entirely volunteer run solution is not one we support since we believe that in most communities, it is not sustainable. FOSL does not understand what outreach services as proposed might look like in a particular situation and have doubts that such an approach would fulfill the statutory duty laid on the Council to provide a “comprehensive and efficient library service” under s7 of the Public Libraries and Museums Act. A community now served by a library would be worse served through outreach or a mobile stop. The Council would need to be confident that it could demonstrate that such a reduced service fulfilled the Council’s statutory duty.

FOSL is concerned that negotiating a successful Community Library Partnership with a community will take longer than the timescale laid out in the present proposals. We urge that SCC exercise the maximum flexibility possible to secure good agreements that keep all current libraries open.

Pauline Homeshaw – Friends of Wiveliscombe Library

Our current comments on the Proposal itself for Wiveliscombe (Area 2) are as follows:

- Transport – the map shows that Wiveliscombe and its wider rural catchment area, are out on their own to the west of Area 2. Public transport to Taunton is expensive, infrequent and journey times are long. The bus service was cut further at the beginning of February. There is no bus service to Wellington.
- Library Usage - 10.7% of the population are active borrowers (the rest in this area range from 8.1% to 4.2%); and the population makes 3.2 visits per head annually (the others range from 2.5 to 0.7).
- Partnership with local community option – Whilst noting that it is proposed to make possible contribution of about £ 5,000, this is nowhere near the sum of £21,000 it currently takes to run the library. There are many arguments against a community-run library, all of which we endorse – for a start, huge logistical problems, training, safeguarding and management issues.
- Mobile library stop option – The library has a footfall of 23,000 plus per year. We are not sure how often the mobile library would visit, nor for how long, but doubt it could accommodate that number of visits. Furthermore, the library is well used for other events, such a Storytime, Poppy Ops, coffee mornings, Meet the Author and so on which a mobile library could not possibly accommodate.

We’ve also read through the background information on the consultation website and would highlight the following:

1 Vision, Strategic Direction and Outcomes Framework 2017-2021
We totally agree with the overall vision statement. However we note that the document states, ‘The vision and outcomes framework sets out a high level of ambition for the Library Service ... in particular the likely need to reduce the cost of the service in order to make savings’. We question why the libraries, which are the heart of the system, have been identified as an area for savings.

The Vision also notes that children and young peoples' educational attainment has improved but Somerset's GCSE pass rates remain below average. There is no university and there is a net flow of 18-24 year olds out of the county.

Surely a vital aspect of library provision is to support initiatives to improve literacy and opportunities for children and young people - it is difficult to be, or remain, motivated if there is no accessible local library.

We feel that if the proposed changes were to go ahead, it would be difficult to say that the outcomes set out in the Vision would be fulfilled.

2 Overarching Equalities Impact Assessment and Equalities Assessment for Wiveliscombe

We understand this to say that for certain protected groups of people (eg, older people and children, disabled people), the proposed changes would have a significant residual impact after taking mitigations into account. Wiveliscombe has a higher than average proportion of some of these protected groups. One of the proposed mitigations, alternative building-based library services, would not be effective because of poor transport links.

The way we see this document, it repeatedly raises a lot of concerns about the impact of the proposed changes but then seems to dismiss them by proposing the Council's desired mitigations and outcomes. However it seems to us that those mitigations and outcomes do not currently adequately address those concerns.

3 Rationale

The two paragraphs of the rationale seem to be contradictory. We also note that it is acknowledged that, '...the changes proposed for Wiveliscombe are likely to have a higher impact than changes proposed for other communities'.

As we're sure you're all too aware, this documentation is extremely lengthy and detailed, so the above is our best effort as lay-people simply to highlight briefly the main points that have come to our attention.

We appreciate that we are not the only library you have to consider and would not wish to be instrumental in depriving anyone of their library resources. However, our library in Wiveliscombe is much-loved and well-used, as is evidenced by the turnout of over 100 people for the drop-in events on the 21st February.

We feel that neither of the options currently offered in the proposal would be sufficient to comply with the Council's legal duties, in particular, the Public Sector Equality Duty. We would also question as to whether closing well-established libraries would comply with the Best Value Duty, especially bearing in mind that the population is to increase due to additional housing plans particularly for young families.

Our preference is that the library should continue to be run by the council, as at present. We urge you to bear this in mind in your deliberations.

We have invited Councillor Hall to let us have dates as to when he could join us for a public meeting sometime during late March/early April so that we can enlarge on and put our views forward in more detail and hold further discussions. We also, in January, requested up-to-date information on a number of issues - active users, actual operating costs and so on - which has not yet been supplied and is in fact now overdue.

We plan to submit our detailed response to the Consultation after the public meeting and receipt of the requested information and therefore trust that we have responses to our requests regarding these as soon as possible.

The Strategic Manager, Community & Traded Services, thanked both members of the public for their questions and looked forward to discussing them at meetings with both parties next week. All public questions will receive a written response.

70 **Library Service Consultation - Agenda Item 5**

The Committee considered a report presented by the Strategic Manager, Community & Traded Services which outlined the consultation exercises currently underway regarding proposals on the delivery of the Libraries Service in Somerset.

The public consultation will run for 12 weeks to the 22nd April 2018 and the staff consultation will run until the end of March 2018.

The Committee heard that the current library service is performing well with many strengths but that in order to reduce costs further and continue to deliver a thriving, modernised service, effectively targeted to meet the needs of the population, it is necessary to review and re-design how library services are delivered. The proposals under consultation have been developed following consideration of a wide range of information and data. The proposals show that SCC aim to keep as many library buildings open as possible but that for a number of libraries community support may be required to do this.

The Committee also received a presentation which outlined where further information on the proposals and the evidence, data and impact assessments that support them, can be found online. This information is also available in paper form in libraries. The presentation showed the level of response so far to the consultation across different age ranges.

Council Members were asked for their support in encouraging community engagement and participation in the public consultation and were provided with officer contact details.

A Member commented that libraries shouldn't be closed if this can be avoided but recognised that some libraries are underused. There is a need to find ways to attract the need to attract more people to use libraries, particularly the young. It was clarified that the data presented referred to consultation responses and not to library usage. There are fluctuating trends with usage as people tend to use libraries most in childhood and later years.

It was suggested that libraries could look to develop more innovative solutions to become more commercial and self-financing. The service is looking at different ways of financing and there are some interesting ideas coming out from the consultation.

Some Members expressed concern about Parish Councils having sufficient time to raise finance through precepting. The Committee was reassured that these views are being considered and will be balanced with the need to reduce Council funding. Timescales are fluid and the Council will take the time to get this right. Following the consultation process, Parish Councils will be asked to submit an expression of interest. This is the first stage before a contractual agreement can be put in place.

Members raised the key role that libraries play in addressing social isolation and loneliness. It was confirmed that social isolation is central to the needs assessment. Outreach services can be taken into communities and it is hoped that they will be effective in addressing these issues.

It was raised that reliance on volunteer support is challenging as this can be difficult to predict or test. Some communities may not feel that volunteer support is viable.

A Member raised the effects of population and housing growth. The Committee heard that housing needs assessment and population growth has been considered and that the re-design is underpinned by a strategy that looks to the future.

It was clarified that SCC is not considering any formal outsourcing of services at this time and this does not form part of the consultation.

It was confirmed that information gathered during the consultation will be analysed and the results will be presented to the Committee at either the 19 June or 10 July 2018 meeting.

The Committee noted the report.

71 **Revenue Budget Monitoring Report Q3 2017_18** - Agenda Item 6

The Committee received a report from the Director of Finance, Legal & Governance and the Director of Children's Services which updated Members on the current Revenue Budget forecast outturn position for the 2017/18 year based on the end of November as well as detailing how the Council's resources are forecast to be used to support the delivery of budget decisions.

The Authority's forecast shows a projected net overspend of £7.741m (see Appendix A, Annex A) when compared to the Revenue Budget. This represents 2.48% of base budget. The majority of the overspend lies in the Children's Services budgets and the Committee received a report from the Director of

Children's Services on care placement sufficiency. Most other areas of the Council are within reasonable tolerance although some corporate and support budgets are under pressure. The implication of this forecast is that Cabinet and the Senior Leadership Team will need to continue to exercise more stringent control in all areas of council spend to ensure the final outturn position is much lower than this.

The predicted General Reserve position at the end of March 2018 is £7.270m and for the end of March 2019 is £11.270m.

A Member questioned when Children's Services would be able to balance its budget. In response, the Committee heard that this is a national issue caused by rising need. Every authority that is performing well in Children's Services is overspending. SCC is taking steps to address the issues but national government has continued to increase the responsibilities of local authorities without increasing funding. A challenge for Somerset is that the percentage of residential placements is much higher than for other areas. An insufficient number of foster carers means that we have to use more external residential placements, which are more costly. The cost of a foster carer placement is around a third of the cost of a residential placement. It was confirmed that both the Children & Families Scrutiny Committee and the Corporate Parenting Board are aware of this issue and that SCC is working to develop relationships with Somerset providers to try to increase the number of Somerset placements available.

The Committee heard that there has been some improvement with the recovery of aged debt. Debts are now starting to be paid and the outstanding figure is reducing.

A Member questioned the effects of the recent weather incident on the highways maintenance budget. The Committee was reassured that although the weather incident created a peak of work the budget is expected to balance out as other services, such as recycling and gardening, would not have been used so much.

The Committee noted the report.

72 **Council Performance Monitoring Report Q3 2017_18 - Agenda Item 7**

The Committee considered this report presented by the Director of Customers & Communities. The report provided Members with an update on performance across the organisation.

The report summarised that there are two red but stable segments (P3, C4) and one segment with a declining performance. However, in a verbal update the Committee were informed that a positive Ofsted inspection judgement had been received since the production of the report which meant that P3 was no

longer red. In addition, the issues causing the declining performance in P7 have now been addressed; therefore P7 is no longer declining.

50% of objectives are green, 36% are amber and 16% are red. The report was presented to Cabinet on 12 February 2018.

The Committee discussed those segments which fell under the Committee's remit. Following a question regarding the A303 between Sparkford and Ilchester, it was confirmed that SCC will be formally engaging with the Highways England consultation.

The Committee noted the report.

73 SCC Business Plan - Agenda Item 8

The Committee considered a presentation from the Executive Assistant, Policy and Research which informed Members of the SCC Business Plan.

The Business Plan will outline the priorities in achieving the Council's Vision by creating a set of strategic outcomes, as well as demonstrating partnership working. The Business Plan will be central to service and financial planning and will drive improvements across the organisation.

The Business Plan is currently being drafted and will be considered during this months' Peer Review. It is anticipated that the Business Plan will be in place around June or July and it will be refreshed annually.

Members questioned why the draft Plan was not ready in good time before the Peer Review and whether there would be sufficient time for consultation before implementation. It was confirmed that the Plan would be circulated to Members taking part in the Peer Review as soon as possible.

Members felt that the Plan should include methods of raising income. This will be included under the financial aspect of the Plan. They questioned how Members can influence the Business Plan and they highlighted the importance of the Vision. The Plan needs to translate the Vision into strategic outcomes.

The Committee noted the report.

74 Exclusion of the Press and Public - Agenda Item 9

This Item was not considered as item 10 was deferred to 24 April 2018.

75 Temporary Labour Contract Review - Item deferred until 24 April 2018 - Agenda Item 10

This Item was not considered as item 10 was deferred to 24 April 2018.

76 Scrutiny for Policies and Place Committee Work Programme - Agenda Item 11

The Committee considered and noted the Council's Forward Plan of proposed key decisions.

Following debate, the Committee requested the following addition to the work programme:

- Draft Business Plan (24 April)
- Temporary Labour Contract Review (24 April)

It was confirmed that the Taunton Transport Strategy would be brought to the Committee upon completion of the consultation.

The Committee discussed considering income generation at a future meeting.

The Committee requested to be updated on the recommendations made regarding County Farms.

77 Any other urgent items of business - Agenda Item 12

The Committee discussed how best to enable effective and challenging Scrutiny and making changes to the room layout to enable adequate participation of non-committee Members.

(The meeting ended at 12.25 pm)

CHAIRMAN

Local Transport Plan Implementation Plan update

Lead Officer: Mike O'Dowd-Jones

Author: Lucy Bath

Contact Details: lbath@somerset.gov.uk

Cabinet Member: John Woodman

Division and Local Member: All Members

1. Summary

- 1.1. Statutory requirements for transport plans require a long-term Local Transport Plan Strategy complemented by shorter term LTP implementation plans which set out how funds will be used to implement schemes on the ground. This report seek the views of the Scrutiny Committee on the draft Local Transport Plan (LTP) Implementation Plan 2018/19. The document is a statutory requirement of the LTP process and replaces the current plan that covered until the end of 2017. The plan is short term (2 years), to allow a review of the longer-term LTP Strategy (currently known as Somerset's Future Transport Plan) during its implementation period.
- 1.2. The document links to the 2016-2020 Somerset County Plan Visions of:
 - More jobs, homes and local co-operation
 - Better health, roads and rail.

2. Issues for consideration / Recommendations

- 2.1. The Committee are asked to consider and comment on the document prior to taking for adoption at Cabinet in May.

3. Background

- 3.1. In March 2011, Somerset County Council (SCC) adopted its current Local Transport Plan (LTP), which we have called the 'Future Transport Plan' (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset.
- 3.2. Alongside the FTP, shorter-term Implementation Plans have been developed. The first, reflecting uncertainty over funding locally and nationally at the time, covered a one-year period (2011/12). The second spanning 2013 to 2017 was developed to largely fall in line with the County Council's electoral cycle. This, the third Implementation Plan will cover a period 2018/19 & 2019/20 to allow an opportunity to review the LTP Strategy and some of the numerous supporting transport policies that feed into it. It is envisioned that the fourth implementation plan will be published in late 2019/early 2020 covering the period to 2021 to fall back in line with the electoral cycle.
- 3.3. This implementation plan briefly looks at progress since 2013, shows delivery against key priorities and gives an update on Major Schemes. The document will also look at how the Council might make the best of the opportunities currently available, what we plan to deliver in the near future, and at the challenges and

risks involved.

4. Consultations undertaken

- 4.1.** Specific consultation has not been undertaken for the LTP Implementation Plan, However full consultation was undertaken for the FTP when it was developed and summarised in the document: Supporting Technical Note – Consultation and Assessment (<http://www.somerset.gov.uk/policies-and-plans/plans/future-transport-plan/>). It is intended that further consultation will be undertaken next year as part of the planned refresh of the long-term Local Transport Plan Strategy.

5. Implications

- 5.1. Financial:** There are no financial implications. The LTP Implementation Plan simply sets out how we intend to utilise funding that the Council has been allocated.
- 5.2. Legal:** Publication of a LTP Implementation Plan is a statutory requirement under the Transport Act 2000 as amended.
- 5.3. Business Risk:** There is considered to be no business risk in adopting the proposed plan. Failure to adopt a plan would present business risk in terms of non-compliance with statutory requirements.
- 5.4. Due-Regard Implications:** The needs of people with protected characteristics have been considered in preparing the LTP Implementation Plan. Programmes funded through the plan will help meet the needs of people with poor mobility, people with disabilities, younger and older people who may be vulnerable road users. Some of the funding will be used to improve safety for road users and to provide improved facilities that promote more sustainable travel and associated health & wellbeing through physical activity.

6. Background papers

- 6.1.** Appendix A - LTP Implementation Plan 2018/19

Note For sight of individual background papers please contact the report author

PLEASE NOTE: THIS DOCUMENT IS NOT FULLY FORMATTED AS IT IS INTENDED TO PUBLISH THE FINAL DOCUMENT IN PUBLISHER. INFOGRAPHICS MAY CHANGE.

Author/Update	Version	Date
Lucy Bath	1.0	21/03/2018
Lucy Bath	2.0	28/03/2018
Mike O'Dowd-Jones	3.0	04/04/2018
Mike O'Dowd-Jones	4.0	10/04/2018
Lucy Bath	5.0	13/04/2018

**Somerset County Council Local Transport Plan
Implementation Plan 2018**

Executive Summary

In March 2011, Somerset County Council (SCC) adopted its current Local Transport Plan (LTP), called the 'Future Transport Plan' (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset and is a statutory requirement of the Transport Act 2000.

Alongside the FTP, shorter-term Implementation Plans have been developed. This, the third Implementation Plan will cover the period 2018/19 and 2019/20 to allow an opportunity to review the overarching long-term Local Transport Plan Strategy and some of the numerous supporting transport policies that feed into it.

The implementation plan sets out progress since 2013, delivery against key priorities and provides an update on current schemes and programmes. The document also looks at how the Council might make the best of the opportunities currently available, detail of what we plan to deliver in the near future and at the challenges and risks involved.

Development and Delivery of Current Schemes and Programmes

The following outlines progress with delivery of current highways and transport schemes and programmes. This primarily covers the Council's own programmes but does include reference to schemes being delivered and funded by other agencies where the Council is closely involved.

Major Investments in Bridgwater

- Bridgwater M5 Junction 24 Huntworth Roundabout Improvements – Complete
- Bridgwater Way - Local Sustainable Transport Fund – Complete
- Hinkley Point C Transport Improvements – In progress
- Bridgwater Colley Lane Southern Access Road – In Progress
- Bridgwater Station Improvements – In Development

Major Investments in Yeovil

- Yeovil Eastern Corridor Improvements – Complete
- Yeovil Western Corridor Improvements – In Progress

Major Investments in Taunton

- Taunton Northern Inner Distributor Road Major Scheme – Complete
- Taunton Monkton Heathfield Eastern Relief Road – Complete
- Taunton Monkton Heathfield Western Relief Road – In progress
- Taunton Rail Station Improvements - In Development

- Taunton M5 Junction 25 Improvements – In Development
- Taunton Toneway Corridor Improvements Phase 1 (Creech Castle) – In Development
- Taunton Town Centre Public Space Improvement Project – In Development
- Taunton Rowbarton Gyrotory – In Development

Other Major Highways and Transport Investments

- Flood Management and Mitigation Schemes – Complete
- LED Highway Lighting Replacement Programme - Ongoing
- Small Improvement Scheme Programme - Ongoing
- Highway Maintenance Programmes - Ongoing
- Highways England’s A358/A303 Improvements – In Development and Consultation

Funding Available for the Next LTP Implementation Plan Period

The Table below provides a summary of the funding opportunities that may be available to deliver highways and transport improvements over the next LTP Implementation Plan period – 2018/2019 and 2019/2020.

Summary of Funding Opportunities (for a more detailed explanation please see Table 5.1)

Local authority grant funding, Council Tax and other income.
SCC revenue funds allocated to highways and transport services:
Approx. £22.3m per annum (revenue funding).
Capital funds allocated by the Department for Transport
Proposed SCC allocations from capital grants 18/19: (19/20 to be determined)
£20.030m Highway structural maintenance
£250k Highway lighting basic need
£333k Gritter replacement
£2m Traffic signals recovery
£433k Rights of Way
£150k Network Rail incursion risk sites
£3.66m Pothole action fund
£1.5m Small Improvement Schemes
£3m NPIF allocation (17/18) towards Colley Lane Southern Access Road. £500k NPIF allocation (17/18) towards Highway Maintenance.

£400k (circa) Yeovil Eastern Corridor residual grant.

£800k Bridgwater Rail Station Improvement - Hinkley Deal Grant (matched by additional £400k s106 contribution).

£150k Taunton Rail Station Access – Hinkley Deal Grant.

30 days consultancy support to develop Local Cycling and Walking Infrastructure Plans for Taunton, Bridgwater and Yeovil.

SCC Capital programme (in addition to allocations above)

£2,373,358 contribution towards Yeovil Western Corridor

£2,000,000 contribution towards Colley Lane Southern Access Road (with further £2.04m in 19/20 as necessary).

Revenue funds allocated by the Department for Transport

Total Transport Fund Grant Carry-forward from £300k allocated in 16/17 to build web portal for access to all passenger transport options.

Cooperative Intelligent Transport Systems Fund Grant

Carry-forward from £300k allocated in 17/18 to test traffic signals green wave technology on Hinkley Point C fleet.

LEP - Local Growth Fund

£6.49m contribution to SCC towards Yeovil Western Corridor.

£4.6m contribution to GWR towards Taunton Rail Station Improvement.

Up to £12.9m contribution to SCC towards M5 J25.

£6.4m contribution to SCC towards Toneyway Corridor Phase 1.

£4m contribution to developers towards Huntspill Relief Road.

Development related infrastructure through mitigation provided by developers (s278 agreements), funding contributions (S106 agreements) and Community Infrastructure Levy (CIL)

A wide range of s106 contributions are held for specific infrastructure needs and are not listed in detail here.

CIL contributions have not yet been allocated to projects.

Key infrastructure funded by developers or with significant developer contributions coming forward in the period of the LTP implementation plan is likely to include the following (excluding potential housing infrastructure fund schemes set out further below).

Hinkley Point C Corridor Improvement Packages.

Monkton Heathfield Western Bypass.

Colley Lane Southern Access Road

M5J25 Improvement

Huntspill Relief Road

Bridgwater Canon/ Cross Rifles Improvement.

Development sites at: Jurston, Bagley, Brue Farm Burnham-on-sea, North

Petherton, Keyford, Upper Mudford, Bunford, Ilminster, Crewkerne and Chard.

Housing Infrastructure Fund
HIF Marginal Viability Bids. Capital contributions to Planning Authorities: Taunton - £7.2m towards Staplegrove spine road Yeovil – £1.95m towards Brimsmore spine road Bridgwater – £5.5m towards East Bridgwater Development spine road
HIF Forward Funding Expression of Interest. Hinkley Housing Zone. Final package to be determined but likely to include the following highways and transport investments: Comeytrove spine road. Monkton Heathfield Phase 2 spine road. A38 Bus Rapid Transit Phase 1 Monkton Heathfield to Taunton. West Bridgwater and North-East Bridgwater development highway access. Walking and cycling improvements. Off-site localised highways improvements. The bid proposes a HIF contribution of approximately £50m along with approximately £70m other funds (Local Growth Fund, CIL, New Homes Bonus, SCC & Developer), to deliver the Highways and Transport Infrastructure.
Highways England (HE)
Road Investment Strategy Major Schemes A303 Sparkford to Ilchester Improvement. A358 M5 to Southfields Improvement.
Designated Growth and Housing Fund £4m contribution towards SCC M5J25 improvements.
Designated Walking and Cycling Fund £50k development funding towards Nexus 25 cycle bridge over the M5. Possible capital contribution to scheme construction in due course.
Hinkley Point Community Impact Mitigation Fund
We are working with North Petherton to deliver some cycling schemes in the local area.
New Homes Bonus
£1.5m contribution from TDBC NHB towards M5 J25.

Delivery, Future Plans and Policy Schedule

Full details of delivery to date, short term delivery plans, policy schedule and challenges to delivery against the current LTP objectives can be found in Section 6.

1 Introduction

In March 2011, Somerset County Council (SCC) adopted its current Local Transport Plan (LTP), which we chose to call the 'Future Transport Plan' (FTP), covering the period from 2011 to 2026. The FTP outlines the long-term strategy for transport in Somerset and is a statutory requirement of the Transport Act 2000.

(The FTP and supporting documents can be found at:
<http://www.somerset.gov.uk/policies-and-plans/plans/future-transport-plan/>)

Alongside the FTP, shorter-term Implementation Plans have been developed. The first, reflecting uncertainty over funding locally and nationally at the time, covered 2011/12. The second spanning 2013 to 2017 was developed to largely fall in line with the County Council's electoral cycle.

This, the third Implementation Plan will cover the period 2018/19 and 2019/20 to allow an opportunity to review the overarching long-term Local Transport Plan Strategy and some of the numerous supporting transport policies that feed into it.

It is envisioned that the fourth implementation plan will be published in late 2019/early 2020 covering the period to 2021 to fall back in line with the electoral cycle.

This implementation plan will briefly look at progress since 2013, delivery against key priorities and give an update on Major Schemes. The document will also look at how the Council might make the best of the opportunities currently available, what we plan to deliver in the near future and at the challenges and risks involved.

2 LTP Aims and Objectives

The Local Transport Plan's aims and objectives were grouped according to their role in delivering the aims of Somerset Sustainable Community Strategy – Somerset a Landscape for the Future 2009-2026. The Community Strategy's overall vision was of "a dynamic, successful, modern economy that supports, respects and develops Somerset's distinctive communities and unique environment". The Strategy had six key aims as summarised below in Figure 2.1

Figure 2.1 Summary of FTP Aims.



Although the Somerset Sustainable Community Strategy is no longer live policy (it has been superseded by Somerset's County Plan) this implementation plan will still show delivery against its priorities as they are still the ones outlined in the current Future Transport Plan 2011 to 2025. The FTP and its supporting policies were developed as live documents however, and it is recognised that a review and update is now required and is scheduled during the timescale of this implementation plan.

The Council's emerging **2018 County Plan and Business Plan** set out four strategic outcomes as follows and the implementation plan aligns closely with these outcomes.

- A county infrastructure that drives productivity, supports economic prosperity and sustainable public services.
- Vibrant and well-balanced communities able to enjoy and benefit from the natural environment.
- Fairer life chances and opportunity for all.
- Improved health and wellbeing and more people living healthy, safe and independent lives for longer.

3 Summary of Key Projects delivered during the last LTP Implementation Plan period 2013/14 to 2017/18

*** To add INFOGRAPHIC ***

4 Development and Delivery of Current Schemes and Programme

The following section outlines progress with delivery of current highways and transport schemes and programmes.

This primarily covers the Council's own programmes but does include reference to schemes being delivered and funded by other agencies where the Council is closely involved, for example Highways England schemes and key major works that have been funded by Developers through Section 106 funding (a process that secures funding to deliver infrastructure to help mitigate the pressures on our network from large housing developments).

This section does not include every individual scheme being progressed but does cover the key investments and programmes funded between 2013 and 2017.

4.1. Major Investments in Bridgwater

4.1.1. Bridgwater M5 Junction 24 Huntworth Roundabout Improvements - Complete

In Autumn 2016 work was completed to improve Bridgwater's M5 Junction 24 Huntworth roundabout. Huntworth roundabout is a key junction in Bridgwater's highway network and has experienced significant peak-time congestion and queuing.

Outputs from the scheme included:

- Addition of 490m of cycleway.
- Addition of 2100m of footway.
- 800m of widened highway.
- Signalisation of the roundabout.
- 2 new pedestrian/cycle crossings.

The improvements aim to unlock new development sites in the area by providing increased capacity on both of the Taunton Road approaches (northbound and southbound) and on the eastern arm which connects the roundabout to the M5. The scheme has introduced traffic signals to improve traffic flow, reduce vehicle delay and manage queue lengths. A segregated cycle and pedestrian route has been constructed on the western side of Taunton Road, including a signalised crossing of Taunton Road on the roundabout's northern arm, which will connect the Bridgwater Gateway site to residential areas of the town and promote safer sustainable travel.

The improvements directly tied into SCC's Bridgwater Way, a Local Sustainable Transport Fund (LSTF) project that has delivered pedestrian and cycle improvements in Bridgwater.

The scheme was funded by the LEP Local Growth Fund, developer contributions and Somerset County Council.

4.1.2. Bridgwater Way - Local Sustainable Transport Fund - Complete

Funded by £3.8M from the Government's LSTF and Somerset County Council; a number of cycleway improvements including new cycle infrastructure has been delivered in Bridgwater. This included:

- A direct route linking North Petherton to Bridgwater adjacent to Taunton Road, including a new bridge at Stockmoor Rhyne;
- Improvements to the canal path to help maximise the use of this local asset for walking and cycling;
- A new north/south link through Stockmoor and Hamp
- A new east/west between Wilstock and Taunton Road

Funding was also allocated to the delivery of softer measures to improve sustainable travel, such as an area wide travel behaviour campaign, business travel planning and working with communities to improve local walking routes. Case studies from this successful activity can be accessed from thebridgwaterway.co.uk/

4.1.3. Hinkley Point C Transport Improvements – In progress

As part of the planning process around £100m was secured to address the impact of the development across a broad range of topics. Of this £16m was secured to deliver a package of road improvement schemes to help keep traffic flowing (in addition to the highway infrastructure mitigation provided by EDF) during the construction of Hinkley Point C. Major improvements already completed include:

Infrastructure provided by EDF:

- A new roundabout at Washford Cross in West Somerset
- A new Cannington bypass
- Works to increase capacity at Taunton Road and Broadway Junction

Infrastructure funded from S106 contributions and Hinkley Deal funds:

- A39 Cannington to Sandford Hill Roundabout cycleway
- A38 Taunton Road Toucan Crossing
- Sandford Hill to Homberg Way cycleway.

Further planned works in the near future include:

- Pedestrian island at Wills Road Junction
- Safety improvements at Alber/Friarn Street/Broadway Junction
- Improved cycling and walking facilities at Dunball Roundabout to Express Park

The scheme also included road safety improvement measures and improvement of walking and cycling infrastructure along corridors throughout Bridgwater and the surrounding area. The corridor improvements will work in tandem with an integrated Travel Behaviour Change and Road Safety Training and Awareness Programme.

4.1.4. Bridgwater Colley Lane Southern Access Road – In Progress

The Colley Lane Southern Access Road (CLSAR) is a new road in Bridgwater to provide access into the Colley Lane Industrial Estate from the South. The new road will run in a from Parrett Way to Marsh Lane with a new roundabout at the existing Marsh Lane/Showground Road junction. The provision of the CLSAR will enable vehicles from the south to enter and exit the estate without passing along Broadway and Taunton Road.

The Scheme involves:

- Construction of a new bridge over the Bridgwater and Taunton Canal
- Construction of a new bridge over the River Parrett
- Provision of a roundabout at the Showground Road/Marsh Lane junction
- Construction of 840 metres of new carriageway
- Widening/realigning of 100 metres of existing road
- Provision of pedestrian and cycle facilities
- Provision of 4 junctions, incorporating 'right turning' lanes, where appropriate, to maintain/enhance existing access arrangements.

A contract has been let and construction of the scheme will commence in April 2018. Information about the progress can be found at <http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/colley-lane-southern-access-road-bridgwater/>.

4.1.5. Bridgwater Station Improvements – In Development

Funding has been secured for Bridgwater Station rail improvements that include:

- Public realm enhancement
- Car parking, and
- Public transport interchange.

Funding includes £800,000 from the DfT and £400,000 from an EDF Section 106 agreement. The project is being delivered by Great Western Railways (GWR).

4.2. Major Investments in Yeovil

4.2.1. Yeovil Eastern Corridor Improvements - Complete

The Council received a grant of approximately £3m to improve the Yeovil Eastern Corridor to support growth and development of eastern and central Yeovil. The majority of the available grant was utilised to improve highway capacity and pedestrian/ cycle facilities by improving the layout of the Horsey and Hospital roundabouts.

A small amount of the grant funding remains and will be utilised as a contribution towards infrastructure improvements on the corridor arising from South Somerset District Council's 'town centre refresh' regeneration proposals. Developer funded improvements also took place on this corridor at the junction of Sherborne Road and Lyde Road.

4.2.2. Yeovil Western Corridor Improvements – In Progress

In order to accommodate allocated growth and development in the area (such as at Bunford Park) a series of cycle, pedestrian, signalisation and junction improvements along the western corridor have been developed.

The scheme includes improvements to

- Westlands Roundabout and Bunford Hollow;
- Preston Road Roundabout;
- Bluebell Roundabout; and
- Cycleway/footway infrastructure and signalisation of Copse Road/Western Avenue junction.

Preparation and minor works started in February 2017 while the main construction programme started in winter 2017. The scheme will take approximately 18 months to complete. The £16.5M scheme has been funded with £6.4M from the LEP Local Growth Fund, £4.8M from SCC and £5.3M from Developer contributions.

4.3. Major Investments in Taunton

4.3.1. Taunton Northern Inner Distributor Road Major Scheme - Complete

Taunton's Northern Inner Distributor Road (NIDR) was completed and opened to the public in Summer 2017.

The scheme consists of a new road linking Staplegrove Road in the west of Taunton to Priory Avenue in the east. By providing an additional east-west link it is intended to reduce congestion along Greenway Road, Priorswood Road and the Rowbarton area and initial traffic data gathering indicates that this is being achieved. The scheme also provides access to brown field development sites at Taunton West Goods Yard, Taunton East Goods Yard and the Firepool area.

The scheme involved:

- Construction of a new bridge over the river Tone and the canal in the vicinity of Priory Fields Business Park.
- Replacement of the former rail bridge over Station Roads to the north of Whitehall.
- Replacement of the existing foot bridge over the railway at Chip Lane.
- Construction of approximately 1.6 km of new carriageway together with the realignment of a further 150 m of carriageway.
- Construction of a new junction at Chip Lane/Staplegrove Road junction.
- Improvements to the existing Priory Bridge Road/Priory Avenue/Priory Park junction.
- The provision of pedestrian and cycle facilities.

The scheme was grant funded by the Department of Transport (DfT), who contributed £15.2M, together with contributions from the Council and Developers.

4.3.2. Taunton Monkton Heathfield Eastern Relief Road – Complete

A new road was delivered by the developers of the Monkton Heathfield urban extension to re-route the A38 to the east of the new development area and enable the new development to become integrated with the existing community rather than being severed by heavy traffic. A new frontage near the school, new 20mph zone and traffic calming including a bus gate was implemented on the old A38 to ensure that through traffic uses the new road rather than cutting through the heart of the community.

4.3.3. Taunton Monkton Heathfield Western Relief Road – In progress

Work will continue to improve infrastructure around the Monkton Heathfield development with a Western Relief Road being delivered by a consortium of Developers. The route will link the A38 by Milton Hill with the A3259 near Yallands Hill with the aim to reduce congestion.

4.3.4. Taunton Rail Station Improvements - In Development

In early 2015 the LEP approved £4.6M from the Local Growth Fund to improve Taunton Train Station. The planned improvements include:

- Building a 400 space multi-story car park
- Changing the location of the main entrance and forecourt enhancements
- Improved transport interchange

The project is being delivered by Great Western Railway (GWR) and is scheduled to be complete by mid-2019.

4.3.5. Taunton M5 Junction 25 Improvements – In Development

M5 Junction 25 has been identified as one of a series of junctions that need improvement to accommodate the proposed level of growth in Taunton in the next 10 years or so.

The Scheme is estimated to cost approximately £18M with contributions of £4m from Highway's England's growth and housing fund, £1.5M from Taunton Deane Borough Council, £1.5M from Developer contributions and up to £12.9M available from the LEP Local Growth Fund.

The scheme will include:

- Full signalisation of the junction
- Elongation and widening of the circulatory carriage way, and
- Provision for a new link road between the A358 and Haydon Lane.

4.3.6. Taunton Toneway Corridor Improvements Phase 1 (Creech Castle) – In Development

The junction at Creech Castle is part of the Toneway Corridor, which provides the key connection between the A38, the M5 (Junction 25) and Taunton Town Centre.

Over the next 15 years, significant levels of employment, retail and residential development are proposed in Taunton. Without intervention, this corridor will act as a constraint on housing and economic growth. This scheme aims to increase highway capacity and improve traffic flow along the corridor to enable future growth to be accommodated.

The proposed scheme involves:

- Increased lanes on all approaches;
- Removal of right turn from A358 West into Bridgwater Road South;
- New at grade pedestrian and cycle crossings;
- New cycle access bridge on Bridgwater Road North.

The scheme will be funded from the LEP Local Growth Fund and developer contributions.

4.3.7. Taunton Town Centre Public Space Improvement Project – In Development

SCC is working with Taunton Deane Borough Council to develop a scheme to improve the experience of using Taunton town centre.

A consultation was held in 2017 about proposals to make changes to East Street, Hammet Street and St James Street which would redirect traffic to more appropriate routes. The overall aim is to create a thriving town centre environment that is more attractive and inviting for pedestrians and cyclists, is less polluted and noisy, and is better for businesses. The project team is using the consultation information to develop detailed proposals that will be taken forward for delivery. It is anticipated that further engagement will take place on the final designs.

The scheme and development work are funded by Taunton Deane Borough Council.

4.3.8. Taunton Rowbarton Gyratory – In Development

The Rowbarton junction is a critical node in the highway network on the northern side of Taunton. The existing traffic lights have been in place for many years and are now reaching the end of their design life. Taunton is experiencing significant levels of planned growth.

Planning permission has recently been granted for 1600 homes on the Staplegrove site to the North of the Rowbarton junction. The movements to and from that development will increase the demands placed on upon the junction and the existing infrastructure will struggle to cope with those demands.

SCC has developed a scheme that will modernise the existing infrastructure, improve pedestrian and cycle usability as well as increasing the capacity for motorised traffic.

4.4. Other Major Highways and Transport Investments

4.4.1. Flood Management and Mitigation Schemes – Complete

Between mid-December 2013 and the end of January 2014 Somerset was severely affected by extreme weather and inundated by 250% of the average rainfall for that period. The prolonged wet weather and subsequent flooding in the county affected over 200 homes in the area of the Somerset Levels and Moors, with some communities such as the Village of Muchelney cut off for more than 2 months.

A flood action plan for the area was put together by partners and submitted to Government. The Department for Transport (DfT) allocated emergency grant funding to The Council to implement short term priority actions to both reduce flood risk and increase resilience; putting the road network back to a good state following the impact of the floods.

The key schemes delivered using the £10M emergency grant funding were :

- Raising the road into the Muchelney by about 1.27 meters over a length of about 500 meters including extensive culverting to allow flood water conveyance across the road.
- Extensive culverting works to the A372 at Beer Wall to enable the River Sowey drainage channel to be widened and culverted to improve conveyance of flood water.

Further severe weather recovery scheme grants were subsequently provided by DfT (£7.8m revenue and £4.5m capital) which have been used for a wide range of maintenance, resurfacing and drainage schemes across flooded areas of the County.

4.4.2. LED Highway Lighting Replacement Programme - Ongoing

Phase 1 of an invest-to-save LED lighting programme has now been completed at a capital cost of approximately £3.5M to replace about half the highway lighting stock (18,067) units. The total LED street lighting stock now comprises 24,715 units. There are a further 28,200 street lights which remain to be converted to LED along with just over 4000 illuminated signs and 1500 illuminated bollards.

The programme has delivered significant energy savings and LEDs have the benefit of a much longer operational life before they need to be replaced.

4.4.3. Small Improvement Scheme Programme - Ongoing

The Small Improvement Scheme (SIS) is a programme of highways and transport schemes proposed within the local community with County Councillors promoting the highest priority schemes on behalf of their respected communities. The programme is designed to achieve improved safety and accessibility within the communities.

As at March 2018 a total of 183 schemes have been completed with an additional 46 on hold or abandoned due to feasibility or land issues. 5 are currently at construction, 36 remain in design and 2 remain at feasibility.

By 'request year' this can be broken down as below:

Tranche	Complete	Design/ Feasibility	Construction	On hold/ not deliverable
2011/12	72			
2012/13	48			
2013/14	55	11	3	22
2015/16	9	27	2	5

In addition, 105 new scheme requests have been received from a call for new schemes in 2017, and these are currently being reviewed prior to formulating the new programme.

4.4.4. Highway Maintenance Programmes - Ongoing

The Council has ongoing maintenance programmes that comprise the following activity:

- Structural Maintenance (such as resurfacing roads)
- Routine and Environmental Maintenance
- Winter and Emergency Service
- Bridges and Structures
- Highway Inspections and Asset Data
- Rights of Way
- Street Lighting

The Council's ongoing programmes have effectively utilised our available resources to keep the highway in a 'steady state' of repair such that whilst there is always a backlog of repairs (which is inevitable given the cost of renewing the entire highway), those repairs are carried out in a timely fashion before the condition of the road can deteriorate.

4.5. Highways England's A358/A303 Improvements – In Development and Consultation

Highways England is currently consulting on three initial improvements to the A303 and A358 corridor as part of a wider proposal to create an expressway to the South West. The A303 is already managed by Highways England as part of the National Strategic Road Network (SRN) and once improved the A358 from Southfields to the M5 will also become part of the SRN. Somerset County Council is a consultee in these proposals. The first 3 schemes to be delivered are:

- **A358 Taunton to Southfields.** A dual carriageway link between the M5 at Taunton and the A303 at Southfields. A second non statutory consultation was undertaken by the HE in early 2018 for options that included the connection to the M5 via Jct 25 with a potential bypass of Henlade and the possibility of an additional new motorway junction to the South of Taunton.
- **A303 Sparkford to Ilchester.** Improving the single lane to a dual carriageway on the A303 between Sparkford and Ilchester. The preferred route was subject to a statutory consultation in early 2018.

- **A303 Stonehenge (Amesbury to Berwick Down).** Improvements to the A303 past Stonehenge between Amesbury to Berwick Down with a proposed tunnel to bypass the historic site. Although not directly within Somerset, SCC has lobbied the HE to ensure the best outcome for Somerset.

5 Funding Available for the Next LTP Implementation Plan Period, 2018/2019 & 2019/2020.

Table 5.1 provides a summary of the funding opportunities (that we are currently aware of) that may be available to deliver highways and transport improvements over the next LTP Implementation Plan period. Only those opportunities which have a realistic prospect of funding Somerset infrastructure are noted. Bids to other funds which have been unsuccessful are not listed here.

Table 5.1 - Funding Availability 2018/2019 - 2019/2020

Description	Funding Availability
Local authority grant funding, Council Tax and other income.	
<p>Used to provide highways and transport services including transport planning and development planning as well as supporting the operation of the existing transport system via routine highway maintenance and highway lighting, traffic management and road safety, rights of way, providing the concessionary travel scheme, park and ride, supporting non-commercial bus services to meet a social need, and providing parking management.</p> <p>From 2020 the revenue from business rates is likely to be retained locally with the core grant from central government planned to cease. This may not be a favourable option for a rural County like Somerset where much of the economy is based on small business of less than 5 employees. SCC continues to lobby Central Government in this issue to ensure the scheme is fair in its delivery.</p>	<p>SCC revenue funds allocated to highways and transport services:</p> <p>Approx. £22.3m per annum (revenue funding).</p>
Capital funds allocated by the Department for Transport	
<p>Capital allocations are given to the County Council for:</p> <ul style="list-style-type: none"> Highway maintenance to deliver its statutory duties, including a basic need element and an incentive element. 	<p>Proposed SCC allocations from capital grants 18/19: (19/20 to be determined)</p> <p>£20.030m Highway structural maintenance £250k Highway lighting basic need £333k Gritter replacement £2m Traffic signals recovery</p>

<ul style="list-style-type: none"> • Ad-hoc specific pothole action fund grants. • Funding for smaller scale highway improvement schemes. • Other ad-hoc grants. 	<p>£433k Rights of Way £150k Network Rail incursion risk sites</p> <p>£3.66m Pothole action fund</p> <p>£1.5m Small Improvement Schemes</p> <p>£3m NPIF allocation (17/18) towards Colley Lane Southern Access Road. £500k NPIF allocation (17/18) towards Highway Maintenance.</p> <p>£400k (circa) Yeovil Eastern Corridor residual grant.</p> <p>£800k Bridgwater Rail Station Improvement - Hinkley Deal Grant (matched by additional £400k s106 contribution).</p> <p>£150k Taunton Rail Station Access – Hinkley Deal Grant.</p> <p>30 days consultancy support to develop Local Cycling and Walking Infrastructure Plans for Taunton, Bridgwater and Yeovil.</p>
<p>SCC Capital programme (in addition to allocations above)</p>	
<p>Funds allocated to other highways and transport schemes within SCC capital programme.</p>	<p>£2,373,358 contribution towards Yeovil Western Corridor £2,000,000 contribution towards Colley Lane Southern Access Road (with further £2.04m in 19/20 as necessary).</p>
<p>Revenue funds allocated by the Department for Transport</p>	
<p>Total Transport Fund Grant</p>	<p>Carry-forward from £300k allocated in 16/17 to build web portal for access to all passenger transport options.</p>
<p>Cooperative Intelligent Transport Systems Fund Grant</p>	<p>Carry-forward from £300k allocated in 17/18 to test traffic signals green wave technology on Hinkley Point C fleet.</p>
<p>LEP - Local Growth Fund</p>	
<p>Budget devolved by Central Government to the Local Enterprise Partnership (LEP) to fund major transport infrastructure investment in their areas. Fund allocated to specific</p>	<p>£6.49m contribution to SCC towards Yeovil Western Corridor. £4.6m contribution to GWR towards Taunton Rail Station Improvement. Up to £12.9m contribution to SCC towards</p>

<p>projects via a prioritisation process and subsequent business case.</p>	<p>M5 J25. £6.4m contribution to SCC towards Toneway Corridor Phase 1. £4m contribution to developers towards Huntspill Relief Road.</p>
<p>Development related infrastructure through mitigation provided by developers (s278 agreements), funding contributions (S106 agreements) and Community Infrastructure Levy (CIL)</p>	
<p>Developers are required to provide suitable infrastructure to enable development to take place and often build the infrastructure themselves through s278 agreements. Developer funding contributions are sometimes agreed towards the cost of providing or improving infrastructure needed to support the new development via s106 agreements or the Community Infrastructure Levy (CIL). CIL is charged by the planning authorities and 15% is passed directly to the town or parish councils within whose boundaries where the development takes place. This rises to 25% of the levy when a Neighbourhood Plan has been formally adopted by the Town/Parish Council.</p>	<p>A wide range of s106 contributions are held for specific infrastructure needs and are not listed in detail here.</p> <p>CIL contributions have not yet been allocated to projects.</p> <p>Key infrastructure funded by developers or with significant developer contributions coming forward in the period of the LTP implementation plan is likely to include the following (excluding potential housing infrastructure fund schemes set out further below).</p> <p>Hinkley Point C Corridor Improvement Packages. Monkton Heathfield Western Bypass. Colley Lane Southern Access Road M5J25 Improvement Huntspill Relief Road Bridgwater Canon/ Cross Rifles Improvement. Development sites at: Jurston, Bagley, Brue Farm Burnham-on-sea, North Petherton, Keyford, Upper Mudford, Bunford, Ilminster, Crewkerne and Chard.</p>
<p>Housing Infrastructure Fund</p>	
<p>HIF Marginal Viability Bids.</p> <p>Homes England have awarded funding to the Planning Authorities subject to further points of clarification.</p> <p>Scheme delivery route still under discussion.</p>	<p>Capital contributions to Planning Authorities:</p> <p>Taunton - £7.2m towards Staplegrove spine road Yeovil – £1.95m towards Brimsmore spine road Bridgwater – £5.5m towards East Bridgwater Development spine road</p>
<p>HIF Forward Funding Expression of Interest. Hinkley Housing Zone.</p>	<p>Final package to be determined but likely to include the following highways and transport investments:</p>

<p>Homes England have confirmed that SCC will progress into a 'co-development' stage to prepare a business case for a package of forward funding infrastructure to unlock development across Taunton and Bridgwater.</p>	<p>Comeytrove spine road. Monkton Heathfield Phase 2 spine road. A38 Bus Rapid Transit Phase 1 Monkton Heathfield to Taunton. West Bridgwater and North-East Bridgwater development highway access. Walking and cycling improvements. Off-site localised highways improvements.</p> <p>The bid proposes a HIF contribution of approximately £50m along with approximately £70m other funds (Local Growth Fund, CIL, New Homes Bonus, SCC & Developer), to deliver the Highways and Transport Infrastructure.</p>
<p>Highways England (HE)</p>	
<p>Road Investment Strategy Major Schemes,</p>	<p>A303 Sparkford to Ilchester Improvement. A358 M5 to Southfields Improvement.</p>
<p>Designated Growth and Housing Fund</p>	<p>£4m contribution towards SCC M5J25 improvements.</p>
<p>Designated Walking and Cycling Fund</p>	<p>£50k development funding towards Nexus 25 cycle bridge over the M5. Possible capital contribution to scheme construction in due course.</p>
<p>Hinkley Point Community Impact Mitigation Fund</p>	
<p>EDF Energy has set up a £20M Community Fund to be spent on communities most affected by the delivery of Hinkley Point C. The first £7.2M is being administered by West Somerset Council. Although SCC cannot itself apply for the funding, we can help support groups in applying for funding and in the delivery of projects.</p>	<p>We are working with North Petherton to deliver some cycling schemes in the local area.</p>
<p>New Homes Bonus</p>	
<p>Paid to local authorities based on housing delivery.</p>	<p>£1.5m contribution from TDBC NHB towards M5 J25.</p>

6 Delivery, Future Plans and Policy Schedule against current LTP Strategy Objectives

<p>Current LTP Objective: Making a Positive Contribution <i>Share and attract resources through partnership and other external sources to achieve our goals</i> <i>Encourage local communities to meet their individual transport needs</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> • Vibrant and well-balanced communities able to enjoy and benefit from the natural environment. • Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 					
Key Delivery to Date		Short Term Plans (2018/20)	Challenges/Risk	Associated Policy	Policy Schedule
POS1	We will help our communities to help themselves. We will help them to make improvements to transport, allow them to shape our work and deliver improvements in partnership with other organisations.				
SCC has worked with 10 Community Minibus and 24 Community car schemes that help serve the local community allowing them access to services such as healthcare, shopping or leisure. Those accessing the service are often vulnerable user such as the elderly or frail.		To continue to support current community transport schemes and help to encourage the development of new schemes through Officer support and the Community Car Scheme Tool Kit.	Getting partners to work with us in a community basis	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation summer 2018, due for adoption Autumn 2018.
Delivered 183 Small Improvement Schemes improving safety and accessibility in local communities.		Continue to deliver the current SIS programme. Finalise and issue new programme for delivery over 2018/19 – 2020/21.	Reducing number of schemes that turn out not to be feasible or deliverable. Capacity to deliver. Minimising the additional maintenance burden.	Local Transport Plan Local Cycling and Walking Implementation Plans (LCWIP)	LTP Refresh due End 2019. Due to start development in September 2018.

<p>The Community Infrastructure Levy (CIL) is a planning charge on developments that helps support infrastructure in the local community. Where the community has a Neighbourhood plan, 25% of the CIL goes directly to that community for infrastructure of their choice (this does not have to be transport related). This is a relatively new scheme and SCC has helped to support communities where needed.</p>	<p>Finalise CIL governance arrangements with planning authorities and develop agreed investment priorities.</p>	<p>Lack of direct control over CIL decisions.</p>	<p>National Policy. Community Infrastructure Levy Regulations 2010.</p>	<p>Ensure that we investigate development of how we will work with neighbourhoods and include in any relevant policy updates.</p>
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<p>Living Sustainably <i>To seek innovative ways of making jobs, service and tourism more accessible to, from and for rural areas</i> <i>Minimise the adverse impact of transport on quality of life and the natural environment</i> <i>Maximise the potential for use of technology to support our goals</i> <i>Seek opportunities through transport to reduce carbon emissions and strengthen our abilities to adapt to climate change, particularly where it supports or enhances the success of the other challenges</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> • Vibrant and well-balanced communities able to enjoy and benefit from the natural environment. • Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 				
Key Delivery to Date	Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
SUS1	<p>Climate change. We will publish an annual action plan explaining how we will lead Somerset's response to climate change. Transport will have an important part to play in this.</p>			
<p>The annual action plan was part of the Climate Change Strategy – Responding to Climate Change in Somerset. Unfortunately the Strategy is no longer valid and the last annual report was published in 2011. The main areas that involved transport were vehicle emissions and the mitigation of transport issues due to climate events such as flooding.</p>	<p>Continue to encourage low emission vehicle use through the planning process and sustainable transport initiatives. Taunton Transport strategy electric charging points.</p>		<p>Travel Plan Guidance November 2011. Active Travel Strategy 2012. LTP</p>	<p>Travel Plan Guidance scheduled for renewal early 2018. Refresh due end 2019. As scheduled by</p>

			District Councils Issues and Options.	Districts.
Somerset County Council is a member of the Somerset Rivers Authority which has been set up in response to the flooding in Somerset in 2013/14, aiming to reduce the frequency, level and impact of flooding in Somerset.	Continue to work through the Enhanced Programme and address Highways issues where needed.		SRA Enhanced Programme	
A contingency plan has been developed to help reduce the impact on the transport network should there be further flooding and weather events	Utilise the contingency plan where the situation arises.	Strain on resources should there be a persistent need due to adverse weather.	Flood Gate Operational Plan	
SUS2	Public Transport. We will do what we can to maintain essential services in the early years of this plan and work to improve the way services work together and provide better bus information during its later years.			
Due to a continued reduction of funding from Central Government over the past few years the Council has had to take difficult decisions with regards to the full range of services that it has a duty to provide and the allocation of funds to manage competing risks across the authority. The budget available for public transport subsidy has reduced but the Council has worked closely with bus operators and communities to ensure the available budget continues to support those services that are most essential in meeting transport needs that would otherwise be unmet by the commercial market. The Council has worked closely with operators and communities to find alternative solutions where Council subsidies have had to be reduced. A dynamic purchasing system has been introduced to simplify the contracting process for the market and to improve	Continue to try and maintain essential services where feasible and within our means. Encourage the development of Demand Responsive Transport and commercially operating routes. Work in partnership with Parish/Town Councils to cover essential town services.	Ability of the bus market to provide commercially viable transport routes. Lack of stability and effective competition in the bus market. Capacity to work with operators and communities to find alternative solutions.	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due for adoption Summer 2018.

efficiency.				
The Local Authority has worked closely with local bus operators to introduce SMART ticketing for concessionary travel and Further Education students.	Roll-out SMART card technology to the Park and Ride service. Continue to develop smart technologies such as contactless payment on buses.		Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due for adoption Summer 2018.
SUS3	Smarter Choices. We will help people make smarter travel choices. We will provide high quality transport information and encourage organisations to develop travel plans.			
The Moving Somerset Forward campaign and website that was developed to help promote smarter travel choices has now been replaced by the Travel Somerset website and the Getting Around Somerset brand. The new website provides travel and smarter choices information but also includes real time traffic info and road work information to allow better journey planning. The Getting Around Somerset brand is used for site specific travel information and guides, such as those produced for new housing developments.	Continue to develop smarter choices information on the Travel Somerset website. Continue to develop site specific travel information through a variety of media. Roll-out the Hinkley Point C travel demand programme in Bridgwater utilising EDF s106 funding.	Managing travel behaviour changes when the right level of infrastructure isn't available. Sustainable travel infrastructure incomplete.	Active Travel – Information and Communication Strategy 2012 SCC Travel Plan Guidance 2011 LCWIP	2018. Travel Plan Guidance scheduled for renewal early 2018. Due to start development in September 2018
Approximately 50 Travel Plans are audited against SCC Travel Planning Guidance 2011 and SCC Parking Strategy 2013 every year through the planning process.	Continue to undertake Travel Plan audits as part of the Council's statutory requirements.		SCC Travel Plan Guidance 2011. SCC Parking Strategy 2013	SCC Travel Plan Guidance scheduled for renewal early 2018.
Transporting Somerset has been working closely with Health and Social Services to provide residents access to transport for	To continue working to develop a 'one stop' solution for transport information to allow	Partnership working, issues to access to info,	Active Travel – Information and Communication	

healthcare including a centralised booking system. Partnership work in this area has greatly improved access especially for vulnerable users.	individuals to make informed decisions when journey planning.	resources of partners	Strategy 2012	
SUS4	Cycling. We will encourage people to cycle more by helping them to make smarter travel choices and get better cycling skills. We will support the provision of appropriate and well connected cycling facilities.			
The Bridgwater Way improvements, funded by the Local Sustainable Transport Fund (LSTF) have now been delivered. The scheme included improvements and extension of 7.2km of cycle routes in Bridgwater providing better cycle connection throughout the town, in addition to a Smarter Choices campaign to encourage more cycling.	Continue to promote use of cycling and monitor cycling in the area where resources allow. Continue to secure cycle infrastructure improvements as part of new highways schemes and developments.	Cycling expertise reduced in the service due to staff moves. Capacity to engage in development of cycling solutions.	Active Travel – Cycling Strategy 2012	
A number of developer funded cycle improvement schemes have been delivered and are in progress across the County. Schemes have also been taken forward in the local areas near Hinkley Point, to help ensure opportunities for sustainable travel to the site.	Continue to progress and install schemes. Deliver further mitigation works to encourage cycling and walking.			
SCC has won funding from the DfT for consultancy support for the development of Cycling and Walking implementation plans (LCWIPs) for Taunton, Bridgwater, Yeovil.	A project plan is in place to deliver initial implementation plans by Spring 2019	Need to finalise plans within the limited window of DfT consultancy support provided. Embedding any new ways of working on cycle solutions within the organisation.		LCWIPs will feed into the next LTP update.
Cycle improvements have been delivered as part of the major schemes programme	Continue to complete construction of YWC cycle			

including the Taunton NIDR (completed) and Yeovil Western Corridor works (under construction).	elements as planned for Summer 2019. Commence construction of cycle elements of Colley Lane Southern Access Road, M5 Junction 25 and Toneyway Corridor.			
Partnership working. SCC has engaged with interest groups such as the Taunton Area Cycling Campaign, help developing schemes.	Continue to engage with interest groups.	Capacity to engage fully and undertake actions arising from engagement.		
A bid was submitted into the National Productivity Investment Fund for a new cycle bridge over the M5 connecting to the Nexus 25 development. Whilst unsuccessful, development funding has been allocated for the scheme from Highways England with a view to making further funding bids for construction funds.	Complete Nexus 25 cycle bridge feasibility study and bid for construction funds.	Appropriate funding opportunities.		
SUS5 Walking. We will help people make more trips on foot and help people see the benefits of walking.				
Many of the small improvements schemes (SISs) address issues that may restrict or discourage walking.	Continue to ensure the SIS programme improves accessibility and delivers improvements that enable more active travel such as walking.		Active Travel – Walking Strategy 2012	
Cycle improvements have been delivered as part of the major schemes programme including the Taunton NIDR (completed) and Yeovil Western Corridor works (under construction).	Continue to complete construction of YWC pedestrian elements as planned for Summer 2019. Commence construction of pedestrian elements of Colley Lane Southern Access Road,			

	M5 Junction 25 and Toneway Corridor.			
SCC has won funding from the DfT for consultancy support for the development of Cycling and Walking implementation plans (LCWIPs) for Taunton, Bridgwater, Yeovil.	A project plan is in place to deliver initial implementation plans by spring 2019	Need to finalise plans within the limited window of DfT consultancy support provided.		LCWIPs will feed into the next LTP update.
SCC has worked closely with Taunton Deane Borough Council to consult on and develop proposals for improving Taunton Town Centre public space with a view to reducing traffic and improving the pedestrian environment in the centre, particularly at East Street, Hammett Street and James Street.	Implement trial traffic restrictions in Taunton Town Centre and work with TDBC to identify funding for a permanent scheme subject to successful trial.	Funding for permanent scheme.		
SUS6	Rights of Way. We will work to maintain our Rights of Way (RoW) network and improve the information available to help people use them.			
Maintenance to Rights of Way has improved the percentage of easy to use network from 77% to 82% over the last 5 years.	Continue to maintain the network.		LTP	
Explore Somerset, an interactive mapping system, was launched in April 2016. The amount and quality of information available to the public is now much improved on the previous system allowing easier access to the Rights of Way network.	Continue to populate and promote the Explore Somerset system.			
SUS7	Rail. We will work in partnership with the rail industry and other stakeholders to encourage more people to travel by train. We will support better services, facilities, security, integration and improvements in the way people see train travel.			
£4.6M was approved from the LEP in early 2015 for Taunton Train Station improvements, including building a 400 space multi-story car park, improved transport interchange and forecourt enhancements. Contribution from GWR.	Continue to work with GWR on delivery of the project. It is estimated completion should be mid 2019.	Lack of GWR Officer resources may reduce ability of GWR to deliver the project in a timely manner.	Rail strategy	Updated this year.
Member of the Peninsula Rail Task Force	Continue to lobby Government	Rail expertise		

developing the evidence base around need for Rail investment and lobbying Government to secure the investment.	for a response to the PRTF 20 year plan.	reduced in the service due to staff moves.		
Work with the Rail industry to take part and influence franchise competitions and network rails long term planning process.	Continue to work with Rail industry.	Capacity and financial resource to engage in development of rail solutions.		
Work with rail partnerships to improve local rail network experience.	Continue			
We have advised community groups on the implications of opening new rail stations and rail lines. We have worked jointly with partners where rail station feasibility studies are underway (e.g. Wellington/ Collumpton).	Continue to provide advice insofar as we are able.			
Funding has been secured for Bridgwater rail improvements that includes public realm enhancement, car parking and public transport interchange.	Currently in planning and detailed design stage GWR.	Lack of GWR Officer resources may reduce ability of GWR to deliver the project in a timely manner.		
SUS8	Emerging Technologies. We will consider how electric vehicles, responsibly sourced biofuels and other new technologies could help us meet our goals and challenges.			
To encourage the use of electric vehicles SCC has installed electric charging points at County Hall.	Continue to provide opportunities for installation of electric charging points around the County.	Resources and maintenance	LTP updated to include future proofing emerging technologies	
The requirement for electric charging points in new residential and commercial developments is now part of the development control process.	Continue to ensure that charging points are included in development plans.		Transport and new development	
Energy efficient intersections pilot project to enable the better use of technology in delivering improved traffic junctions movements on Hinkley freight route in Bridgwater.	Implementation and appraisal of results by late 2018 and possibility of extension of trial.	Equipping sufficient vehicles in the fleet to deliver a successful trial.		

SUS9	Noise. We will manage the effects transport-related noise has on our communities at problem locations. We will assess sites according to the Defra guidance and prioritise possible solutions.			
Noise impact considerations are included in all major schemes as part of the planning process.	Continue to comment on noise impacts of transport schemes where required.		Noise Action Plan is required under the Environmental Noise Directive	
SUS10	Landscape and Biodiversity. We will protect Somerset's landscapes and biodiversity by working to minimise the effect transport schemes have on them.			
Ecology impact considerations are included in all major schemes as part of the planning process.	Continue to comments on ecology impacts of transport schemes where required.		LTP Pollination strategy – look up	

<p>Ensuring Economic Wellbeing <i>To ensure that the transport network is maintained</i> <i>To minimise the growth of traffic in our more urban settlements to address congestion issues.</i> <i>To maximise the potential for use of technology to support our goals</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> A county infrastructure that drives productivity, supports economic prosperity and sustainable public services. 					
Highlights of Delivery to Date		Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
ECN1	Car and Taxi. We will work to better manage the traffic on the roads and improve the most congested junctions and routes. We will work with developers to try and make sure new developments don't make conditions worse.				
Several major schemes have been implemented to help reduce congestion including the Taunton Northern Inner Distributor Road (NIDR), Bridgwater's Huntworth Roundabout improvements and Yeovil's Western Corridor Improvements. (See section 4).	Complete Yeovil Western Corridor. Progress improvements to Colley Lane Southern Access Road, Canon/ Cross Rifles junction, M5J25 and Toneway	Resources	LTP District Local Plans		

		Corridor.			
	It is a statutory duty through the Section 106 process to work with Developers to ensure that any new developments contain the appropriate infrastructure or mitigating actions.	Ongoing activity	Officer resources	LTP	
	Funds have been allocated in the SCC capital programme to commence a programme of upgrades and modernisation for existing traffic signal sites. This will improve operational efficiency, capacity and reduce liabilities associated with an ageing stock.	Commence programme of traffic signal upgrades. Continue to explore funding opportunities to accelerate this programme.	Resources to bid and opportunities to bid into.	LTP	
	Successful Housing Infrastructure Fund marginal viability bids have been secured and the Council is moving to the next stage with a forward funding bid for infrastructure to unlock housing growth across Taunton and Bridgwater.	Work with Planning Authorities to deliver HIF marginal viability schemes at Staplegrove, Brimsmore and East Bridgwater, Work with Homes England to finalise a compelling business case for forward funding development infrastructure across Taunton and Bridgwater.	Capacity to prepare business cases. Success of business case in a highly competitive funding environment.		
ECN2	Sustainable Development. We will work with developers to ensure they take into account the way people travel, and how people travel to access services.				
	Approximately 50 Travel Plans are audited against SCC Travel Planning Guidance 2011 every year through the planning process.	Continue to undertake Travel Plan audits as part of the Council's statutory requirements.		SCC Travel Plan Guidance 2011. SCC Parking Strategy 2013	SCC Travel Plan Guidance scheduled for renewal early 2018.
ECN3	Parking. We will help improve parking facilities to encourage more sustainable means of travel. We will work to improve the management of parking and help plan new developments appropriately.				
	Travel Plans are audited against SCC Travel SCC Parking Strategy 2013 through the planning process.	Develop policy regarding electric vehicle on street parking issues. Districts development of parking strategies (Taunton Deane)		Parking strategy 2013 Resident's parking strategy	

			updated 2018.		
	Payment mechanisms – introduction of phone and pay.	Looking to modernise the way people use parking services New contract going out to tender in 2018. Taunton Deane introducing pay on foot to a number of car parks in 2018. Providing electronic signage to reduce traffic circulation.			
ECN4	Information and Communication Technology. We will promote the use of ITC to reduce the need to travel and increase people's ability to access goods and services.				
	Phase 1 of the superfast broadband project has been completed allowing the potential for more people to work from home or business to remain local.	Continue to improve access to superfast broadband through Phase 2 of the project.			
	Development of the Travel Somerset website. The new website provides travel and smarter choices information but also includes real time traffic info and road work information to allow better journey planning.	Installation of real time bus displays and real time parking displays in Taunton. This will allow people to better plan their bus journeys and will reduce short journeys through the Town when trying to park.			
ECN5	Freight. We will help hauliers choose the most appropriate routes and work to improve communication between communities and the hauliers that serve them.				
	We have reduced the level of resource that we are able to dedicate to working pro-actively on freight management issues, but continue to advise communities and implement effective traffic management where appropriate.	Investigate and where necessary address freight issues where concerns have been raised by the local community.	Resources	Freight Strategy	No current plan to update the plan.
ECN6	Maintenance. We will maintain our network in a way that makes best use of the resources available.				
	A large internal capital investment has been made to change to LED lighting where possible.	Exploring funding opportunities to implement further phases of	Suitable funding opportunities.		Infrastructure Asset

<p>Approximately 50% (20,000) of the lighting network is now LEDs. Any new lights/replacements will be LED.</p> <p>We have finalised a business case for conversion of further phases of the lighting stock to LED over time. Much of the remaining stock now requires column replacements to be able to accommodate the change to LED equipment.</p>	LED upgrades.			<p>Management strategy and policy to be updated alongside a new highways asset management framework. Develop a highways maintenance manual (all part of the framework)</p>
<p>Formed the Southwest Highway Alliance, collaborating with all our neighbouring Highways authorities .</p>	<p>Continue to work in partnership with our neighbours and share best practice.</p>			
<p>SCC has a statutory obligation to maintain the road network and for example there were over 19,000 potholes needing repair and over 150miles of road resurfaced in 2017. We have put in place a new collaborative term maintenance contract for 7 years with an opportunity to extend up to 10 years.</p>	<p>Work with our contractor Skanska to ensure the best possible value for money is delivered through the new contract and that opportunities for collaborative efficiencies and other benefits such as commercialisation are explored with our partner authorities and the supply chain.</p>	<p>Identifying and delivering new ways of working within the contract which will lead to genuine efficiencies.</p>		
<p>The highways maintenance Code of Practice (CoP) has changed from Well Maintained Highways to Well Managed Highway Infrastructure and has to implemented by October 2018. The main change of the CoP is from a prescriptive approach to a risk based approach.</p>	<p>Develop and implement new asset management strategy and policy and associated codes of practice in line with the risk based approach required by Government.</p>	<p>Capacity to develop and implement new codes of practice.</p>		

<p>Enjoying and Achieving <i>To seek innovative ways of making jobs, services and tourism more accessible to, from and for rural areas.</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> Fairer life chances and opportunity for all. 					
Highlights of Delivery to Date		Short Term Plans (2018/19)	Challenges/Risk	Associated Policy	Policy Schedule
EDU1	School Travel. We will help people walk and cycle to Somerset's schools and make the school transport services we provide more efficient.				
As outlined previously in Sustainable Travel, objectives SUS 3, 4, 5, and 6		As in SUS 3,4,5 and 6.			
Free home-to-school transport is provided for 12,447 entitled children, including 696 pupils with special educational needs, in accordance with statutory requirements. This is provided through contracts with a range of providers from large coaches to taxis. In addition over 3000 college students take advantage of the council's post-16 transport scheme, the County Ticket.		Continue to deliver home to school transport and explore opportunities for increased efficiency through the Medium Term Financial Plan Transport Theme. Develop and deliver local walking and cycling implementation plans.	Increased efficiency may require changes in travel behaviour from client groups (e.g. mixing client groups etc), and new ways of working by transport operators (e.g. combining public and school routes etc).	Passenger Transport Strategy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation Early 2018, due for adoption Summer 2018.

<p>Staying Safe <i>To keep the level of casualties on our roads to a minimum and continue towards achieving our long-term road safety targets.</i></p> <p>SCC emerging county plan and business plan strategic outcomes:</p> <ul style="list-style-type: none"> Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 				
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Highlights of Delivery to Date		Short Term Plans (2018/19)	Challenges/Risk	Associated	Policy Schedule
SAF1	We will work with partner organisations, for example, by helping drivers and riders improve their skills.				
	Over the last 3 years the Road Safety Team and partners have engaged with over 50,000 people through targeted talks, presentations and events. Bikeability events have been delivered to 6,000 children at schools across the County. Key safety messages have been delivered through social media since 2016 where impressions for Twitter and Facebook are around 1.6 million.	The focus in the near future will be on older and younger drivers. The team intends to use VR technology to target a younger driver audience. The team will also continue to work with military establishments in Somerset.		Road Safety Strategy	A new Road Safety Strategy – Safe Roads in Somerset went to public consultation in Early 2018 and is due for adoption in Summer 2018
	The Road Safety Team is working with partner organisation such as the Police and NHS to obtain better and more complete road collision data.	To continue to collect and analyse road collision data to help identify road collision trends or hotspots. The team is looking to use new technologies such as Power B to enable them to do this.	Officer Resources, although Apprentices are being trained in this area.	Road Safety Strategy	
SAF2	Motorcycling. We will provide safe and responsible motorcycling by working with our partners to deliver our road safety policy and helping to improve parking provision.				
	A road safety event, Motofest, targeted at motorcyclist was established in 2017. The event aimed to raise the profile of the work being undertaken in that area and was well attended and received	The Motofest is planned to be run again to continue work in this area.			

Being Healthy

To help address the negative impacts of transport on health, such as air quality and obesity.

SCC emerging county plan and business plan strategic outcomes:				
<ul style="list-style-type: none"> Improved health and wellbeing and more people living healthy, safe and independent lives for longer. 				
Highlights of Delivery to Date	Short Term Plans (2018/19)	Challenges/Risk	Associated	Policy Schedule
HLT1	Stay Active. We will help people be more active by giving them more opportunities to travel in a healthy way, such as walking or cycling.			
As outlined previously in Sustainable Travel, objectives SUS 3, 4, 5, and 6		As in SUS 3,4,5 and 6.		
HLT2	Access to Health. We will talk to healthcare providers about transport plans, to help make it easier for people to access their services. We will help to develop 'out of hour' transport to healthcare service.			
SCC is working in partnership with the NHS to provide healthcare transport to those that are eligible from a medical or social need.	Develop further health transport through the community transport network. Funding available from the CCG (Clinical Commissioning Group). Continue to develop partnership working with the NHS and other relevant parties. SCC is looking into tendering a contract to deliver a voluntary car service for the Ambulance service currently delivered by E-ZEC.	As more public services are cut there is a possibility that more people will become eligible for health care transport, especially within a rural county making it difficult to deliver.	Passenger Transport Policy	To be replaced by a new Passenger Transport Strategy. Scheduled for consultation summer 2018, due for adoption Autumn 2018.
Public Health Strategy to improve quality of life	Work with Public Health in the development of their Health and Wellbeing strategy.	Lack of resources may not allow development of all areas related to transport	Health and Wellbeing Strategy	Currently being updated.
HLT3	Air Quality. We will work to minimise the effects any changes to Somerset's transport system have on air pollution. We will work with Somerset's districts and borough authorities to improve air quality in Somerset by encouraging partnership working and sharing best practice with our neighbours.			
The Somerset Air Quality Steering Group has been established to enable all Somerset's	To take the Strategy through the appropriate governance for	Delay or challenge for adoption	Somerset Air Quality Strategy	For adoption at SCC as

District Councils and SCC as Highways and Public Health to work together to help tackle air quality issues across Somerset. As part of this partnership a Somerset Air Quality Strategy has been developed.	adoption by each Authority.	through each individual authority sign off.		Highways and Public Health in Summer 2018.
As part of the development of the Air Quality Strategy the Steering group is also developing an Air Quality website. The website aims to provide information on topics to improve Air Quality such as Travel Choice, Cars, Housing and Homes, Schools and Business	To develop further content and promote the website.	Officer resources and agreement of content.	Somerset Air Quality Strategy	For adoption at SCC as Highways and Public Health in Summer 2018.

NOT PUBLISHED ON THE COUNCIL’S WEBSITE

NON-KEY DECISION TAKEN BY THE Strategic Commissioning Manager for Highways and Transport

Decision title: Response to the A303 Sparkford to Ilchester improvement scheme statutory public consultation.

Officer making decision: Mike O’Dowd-Jones. Strategic Commissioning Manager Highways and Transport. 01823 356238.

Author Contact Details: Mike O’Dowd-Jones. Strategic Commissioning Manager Highways and Transport. 01823 356238.

Date of Decision: 9 March 2018

Details of the decision:

That the Strategic Commissioning Manager for Highways and Transport:

- Approves the response to the A303 Sparkford to Ilchester improvement scheme statutory public consultation attached as Appendices A and A1 to this report.
- Notes the issues set out in this report which will need to be taken account of as the improvement scheme progresses through statutory processes.

Reasons for the decision:

The Council has promoted the end-to-end dualling of the A303/A358 between the M3 and M5 with complementary smaller-scale improvements to the A303/A30 between Broadway and Honiton. The business case and economic assessment prepared by the Council demonstrated the benefits of the scheme for the economic growth of the South West and the UK, increasing safety, improving connectivity and resilience.

Highways England are currently progressing three sections of the overall route improvement and are currently undertaking a statutory public consultation on the Sparkford to Ilchester section which is proposed to be improved to dual carriageway.

The Council has a statutory role in the Development Consent Order (DCO) process for the scheme. The current consultation is a statutory public consultation, undertaken prior to the DCO process to assist Highways England in finalising the DCO submission. It is important that the Council responds to this stage of consultation to set out support for the scheme in principle and to highlight issues that should be considered by Highways England before the scheme design is ‘frozen’ for the DCO submission.

In 2017 Highways England consulted on two options to inform their choice of a preferred route. The two options were for either a ‘Central Route’ running close to the existing road which partly uses existing carriageway, or a ‘Northern Route’ which would have been built completely off-line.

The Council submitted a non-statutory consultation response on the two options in March 2017 noting that whilst there were several issues which required resolution at the next stages of scheme development. It was clear from the technical appraisal report that no option had clearly better

performance in all aspects of safety and operation, environmental impacts and value for money; and that either option would deliver the economic, transport and safety benefits that the Council is seeking in promoting the need for the improvement. Either option would have enabled the timeframe dictated by the Development Consent Order (DCO) process to be met, achieving start on site by March 2020.

The Council therefore decided that the choice of a preferred route should be a matter for Highways England to determine, taking into account community and stakeholder feedback from the consultation process along with appropriate technical appraisals.

In October 2017 Highways England announced the preferred route for the scheme as the 'Central Route' running close to the existing road and utilising sections of the existing A303.

The scheme design has now progressed to an outline stage whereby there are firm proposals; and the layout of the new road, lanes, junctions, bridges and changes to the local road network are clearly defined. Highways England are now running a statutory public consultation (26 January - 9 March 2018) on a proposed layout for the scheme and an associated initial environmental information report.

It is important for the Council as Local Highway Authority to engage with Highways England to provide detailed observations on the design and layout of the proposals, to ensure connections and interfaces with the local road network and rights of way network maintain appropriate standards of access and safety; and to ensure appropriate mitigation for any adverse impacts or indeed betterment where possible. The Council has a statutory role in the DCO process to prepare a statement of common ground and a local impact report, and to report on adequacy of consultation.

Having considered the stage of consultation (which is currently related to the detailed layout of the scheme rather than consideration of alternative route options); and the nature of public interest in the scheme (which is relatively non-controversial with community interest largely confined to local impact on the village of West Camel); it is considered appropriate for the decision on the consultation response to be an officer non-key decision in consultation with the relevant Cabinet Member.

Ongoing engagement will have resource and governance implications which are currently being examined and the consultation response requests that Highways England enter into a planning performance agreement (PPA) to enable the Council to provide timely and robust input to the DCO process. A PPA has yet to be agreed.

Background to the decision:

1. Introduction

Somerset County Council together with Devon County Council, Wiltshire Council, Dorset Council and the Local Enterprise Partnership (LEP) provided a strong economic case to Government for improving the A303 and A358 to dual carriageway, together with smaller scale improvements to the A30. This led to Government announcing on 1 December 2014 that over the next 14 years the A303/A358 would be improved to a new 'Expressway' standard along its whole length from the M3 to the M5 at Taunton.

The scheme forms part of the Government's 'Roads Investment Strategy'; a new roads programme starting in 2015/16. Roads investment will be made over 'Road Periods' lasting 5 years, to transform the busiest sections of the network to enable improved safety levels, smoother traffic flow, and increased capacity.

Expressways will generally be dual carriageway – safe, well-built and more resilient to delay. Junctions will be largely grade-separated, so traffic can move freely from the start of the Expressway to its end.

Specific schemes announced for this first five year period (2015/16 to 2019/20) include improving

the A358 to dual carriageway between Southfields roundabout and the M5; the dualling of the Sparkford to Ilchester section of the A303; and construction of a tunnel past Stonehenge with a dual carriageway bypass for Winterborne Stoke.

The final expressway standard has yet to be agreed and the Sparkford to Ilchester options consultation notes that the scheme will not be built to full expressway standard (which requires restrictions on non-motorised users using the road), but will be a dual carriageway with free-flow junctions and will be capable of being upgraded to expressway in due course.

The process to deliver the schemes is a complex process that will take several years to complete and involves a number of stages including, project preparation, option identification, option selection, preliminary design, statutory procedures & powers, and construction preparation. Consent for the scheme will be granted via the Development Consent Order (DCO) process used for national infrastructure projects.

Highways England is now taking the first three A303/A358 schemes through a series of consultations prior to entering the formal DCO process.

The Council has had ongoing engagement with Highways England and has been able to inform the options development process at a strategic level.

Thirteen route options were identified during the options identification stage, sifted down to four for further assessment; and two options were consulted on prior to announcement of the preferred route.

A total of 735 stakeholders attended the public consultation events at the options consultation stage, and Highways England received 1,237 questionnaire responses. 82% of people agreed that something should be done to address the problems on the A303. The responses showed overwhelming support for the principle of the scheme and significant majority support for Option 1 which was the 'Central Route'. As well as giving views on specific elements of the project, people provided feedback on themes such as the environment and the local community, as well as suggestions for additional junctions and crossing points.

The Preferred Route (October 2017)

The preferred route shown below was announced as 'Option 1' on 24 October 2017 on the basis that Highways England considered that it:

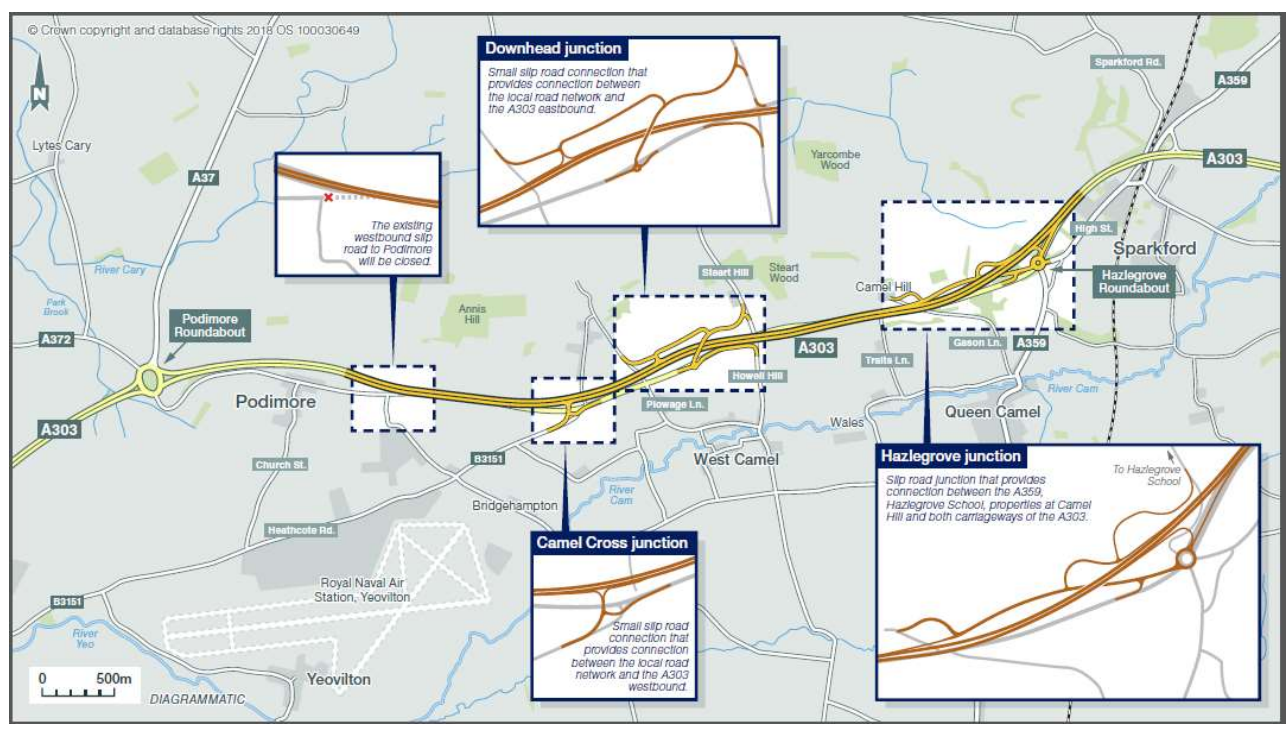
- minimises land-take
- minimises construction in unspoilt rural setting as the route follows the existing corridor very closely
- is preferred by stakeholders and most of the local community as it has less impact on biodiversity
- is the shortest of the 2 options so will provide the best journey time.



An updated economic appraisal was published along with the preferred route announcement in a 'scheme appraisal report' (SAR) stating that the Benefit to Cost Ratio for the preferred route option is 1.82 representing medium value for money, with an estimated cost of £179m. The preferred route is stated in the SAR as increasing annual average daily traffic (AADT) using the route from 33,500 under a 2038 'do-minimum' scenario to 40,000 (noting that 2015 base year AADT is 23,500); and reducing average journey time in neutral periods by about 2 minutes in the 2023 and 2038 forecast years, and by almost 5 minutes in 2038 August weekends.

The proposal issued for statutory public consultation (January 2018)

The further scheme development undertaken by Highways England since announcement of the preferred route has resulted in the scheme proposal shown below. This includes details of the proposed connections with the local road network.



This reduces the number of local road connections onto the A303 compared to the current layout but does provide local access junctions midway along the route in the vicinity of Downhead, and also provides connections which avoid local north-south road routes being severed by the new road.

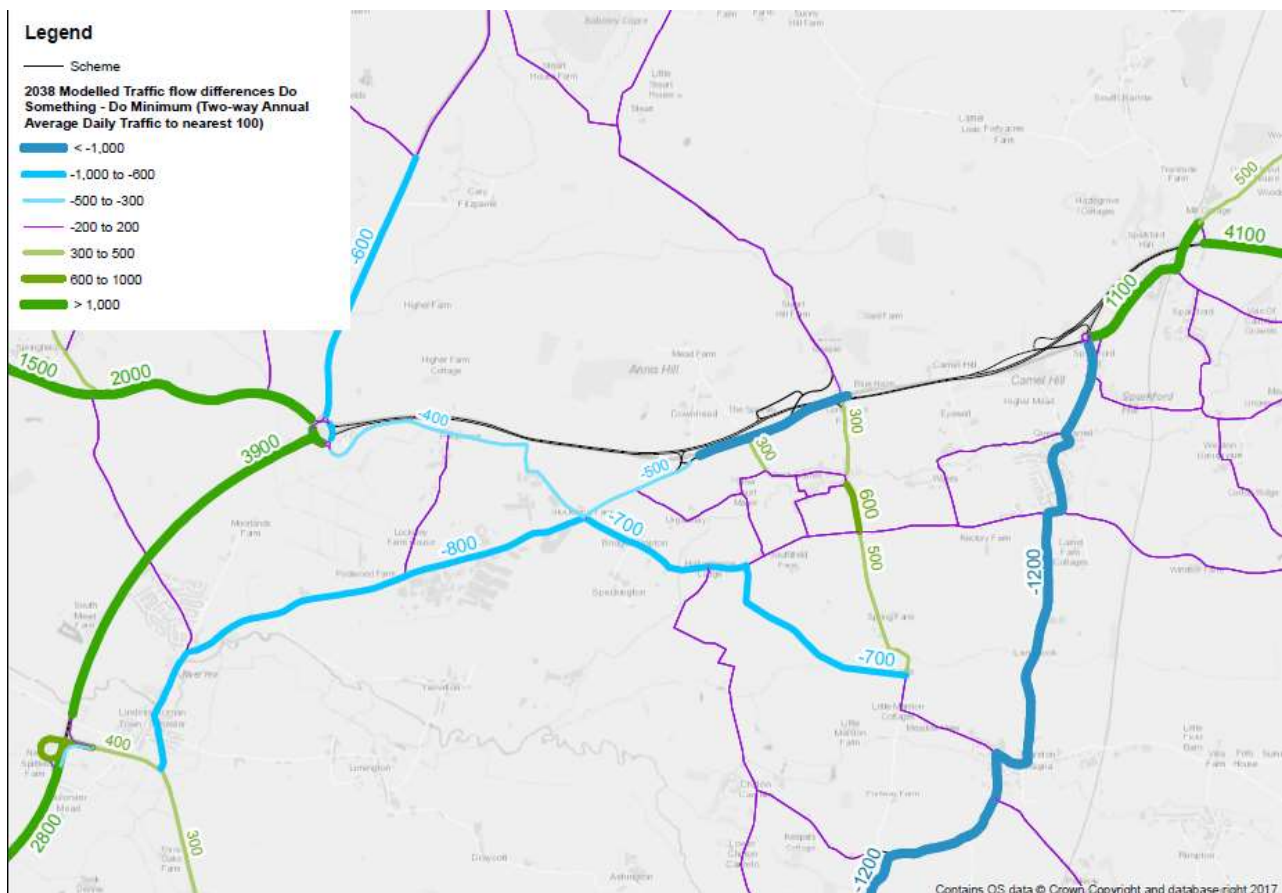
Somerset County Council's engineering design audit and review of the proposed layout (set out in the summary audit report attached as Appendix A1) has identified substantial concerns with the proposed highway layout at Camel Cross Junction, Downhead Junction and Hazlegrove junction, primarily in relation to highway safety. As a result, The Highway Authority does not support Highways England's current layout proposals at those locations but will continue to work with Highways England to review alternative alignment configurations that might assist in resolving the identified issues.

A transport assessment has not yet been undertaken for the proposal and the information currently available affords insufficient scope and level of detail to enable the Highway Authority to fully understand the operational performance of the proposed layout and impact of the proposed scheme on the local network. A transport assessment has been requested.

A very limited set of traffic flows associated with the proposed scheme has been published as a 'provisional local traffic information' document as shown below for 2038.

Notwithstanding comments above on the validity of the traffic information; The provisional local traffic information provided does highlight that the proposals are likely to create a local impact on the village of West Camel though attracting additional traffic to travel via Howell Hill/ Parsonage Road.

Most other local roads in the area are assessed as having reductions in traffic volume as a result of the scheme, although the geographic coverage of the diagrams is relatively limited so there could be other adverse impacts not shown on the diagrams.



The consultation response requests that Highways England introduce measures to either remove or mitigate the local impact at West Camel as part of their final scheme. The response requests

that Highways England consider traffic calming or some other mechanism to reduce the volume and speed of traffic travelling along that route and better balance the traffic flows across the various local roads noting that the forecasts show traffic reducing significantly on some other local roads in the vicinity once the A303 improvement is in place.

The Council has received correspondence from West Camel Parish Council and several members of the community objecting to the proposed local access junction arrangements which they feel are the cause of the likely impact on West Camel. The Council urges Highways England to more transparently assess variations on the provision of local access junctions and local access roads to establish if a solution can be developed that avoids creating any adverse impacts on local roads; and engage with The Council and local communities in coming to conclusions.

Dialogue is ongoing with Highways England regarding a programme of technical review. The consultation response sets out concerns that the scoping and sequencing of the required assessment methodologies has not taken place prior to issue of material for SCC to review. We have requested that a transport assessment is undertaken to robustly consider the operational performance of the scheme, the traffic impacts and required mitigations.

2. Financial, legal, and business risk implications

There are no specific financial, legal or business risk implications in submitting this consultation response.

The consultation response sets out concerns that joint governance arrangements have yet to be fully put in place particularly in relation to coordination between the workstreams and overall management of the process including management of risks.

The Council considers it is important for the improvement scheme to be delivered at the earliest opportunity, along with the other required A303/ A358/ A30 improvements in order to achieve benefits for business growth in the area.

Financial

There will be financial resource implications for the Council if it is to fully engage in scheme development and the DCO process, but that is not a barrier to submitting this initial consultation response, and resource implications will be considered in due course. The consultation response requests a Planning Performance Agreement (PPA) with Highways England to properly resource the Council's timely and robust input to the process although this has yet to be agreed.

The scheme will have future financial implications in terms of maintenance and operating costs as a result of the de-trunking sections of the existing A303 as part of the DCO process. Historically when roads have been de-trunked Highways England have compensated Local Authorities for the additional maintenance burden, however as this scheme replaces the road with another, rather than simply handing a road over to local authority management it is not clear at this stage whether compensation will apply so financial implications cannot be quantified. SCC must ensure this is discussed within the DCO process.

Legal

It is Highways England who will be the lead body in any application for a DCO. The role of the Council within this process is as a statutory consultee (and one of the principal consultees). We are currently at the pre-application stage. The proposals are still at an outline stage and it is necessary for further information to be made available to the Council in order for it to fully assess the proposals. Therefore the Council should retain the ability to refine its position once the additional information is available.

3. Due regard implications

The consultation response urges Highways England to take account of the needs of people with protected characteristics as part of the detailed design of the preferred route once identified. Of note are the needs of people with poor mobility, people with disabilities, younger and older people who may be vulnerable road users; the need to ensure the safety of all road users; and the need for the scheme to maintain connectivity for existing walking and cycling routes and where possible provide improved facilities that promote more sustainable travel and associated health & wellbeing through physical activity.

4. Options considered

The alternative option is not to submit a response. It is considered important that a consultation response is submitted in order to express strong support for a dual carriageway improvement and to highlight issues which need addressing with regard to the layout and local impacts of the scheme.

Members consulted; members informed :	Yes
Officer consultations completed: Heritage Trust and South Somerset District Council have been consulted as part of this decision process and their comments are incorporated.	Officers from South West
Senior (including statutory) officer sign off completed	ECI Lead Director consulted and approved 8/3/2018.
Public / other consultations undertaken	Not considered necessary. The consultation response has taken into account views on the proposals that have been expressed by the local community as communicated to the senior officer.
Financial, Legal, HR, Risk, Due regard implications considered	Yes

Background papers:

Highways England consultation documents accessible from <https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester-statutory-consultation/>

The below has been completed:	Name(s)	Date
Relevant local County Councillors consulted where decision directly affects their Division	Cllr Mike Lewis	07/3/2018
Relevant Cabinet Member(s) consulted (if applicable)	Cllr David Hall Cabinet Member for Business, Inward Investment and Policy.	07/3/2018
Opposition Spokesperson informed (if applicable)	Cllr Mike Rigby	07/3/2018
Chairman of relevant Scrutiny informed (if applicable)	Cllr Tony Lock for Scrutiny Place. Proposed response copied to members of the Scrutiny for Policies and Place Committee	07/3/2018 07/03/2018

Decision Maker

I am aware of the details of this decision, have considered the reasons, options, representations and consultation responses (where applicable) and give my approval / agreement to its implementation.

Signed:



Name: Mike O'Dowd-Jones

Post: Strategic Commissioning Manager Highways and Transport

Date: 9/03/2018

A303 Sparkford to Ilchester Improvement.

Statutory Public Consultation Response.

Somerset County Council. 08 March 2018.

Author: Mike O'Dowd-Jones. Strategic Commissioning Manager Highways and Transport.

1.0. INTRODUCTION

- 1.1. Somerset County Council understands that Highways England is undertaking a statutory consultation on the proposed A303 Sparkford to Ilchester dual carriageway improvement prior to entering the formal process of seeking consent to construct the scheme.
- 1.2. As a nationally significant infrastructure project, this scheme will be dealt with under the Development Consent Order (DCO) process. The role of the Council within this process is therefore as a statutory consultee.
- 1.3. The Council notes the information that has been provided in the material published for consultation. We note that a preliminary environmental information report forms part of the consultation material and that provisional local traffic information has been provided.
- 1.4. The scheme design has progressed to an outline stage whereby there are firm proposals; and the layout of the of the new road, lanes, junctions, bridges and changes to the local road network are clearly defined. We note that an Environmental Statement will form part of the application but has not yet been published. We note that a transport assessment has not been provided at this stage in the process. We are therefore only able to comment on whether the proposed layout is appropriate 'in-principle' from an engineering design and safety audit perspective. We are not able to comment on whether the layout is an appropriate solution to accommodate forecast levels of traffic and further information should therefore be provided in the form of a transport assessment to confirm that the proposed layout is appropriate in traffic terms. Our initial review of the proposed layout has identified some points of concern that are set out within this response.
- 1.5. It will be necessary for further information to be made available to the Council in due course to enable us to fully assess the proposals and prepare a report on adequacy of consultation, a local impact report and a statement of common ground.
- 1.6. In our response to the non-statutory stage of consultation in March 2017, and in subsequent correspondence; The Council requested that engagement take place with Highways England to agree the scope and sequencing of the technical activity necessary to support the DCO submission and to agree appropriate Governance and resourcing arrangements.
- 1.7. The Council submitted a formal response to the Environmental Impact Assessment scoping report for the scheme in December 2017 noting the importance of fully quantifying the impact of the proposed scheme and associated junction strategy on local traffic movement, congestion, safety and accessibility; so that impacts can be understood by all parties, and any necessary mitigations agreed. The Council noted that further consideration should be given to:
 - Suitability and validity of the South West Regional Traffic Model for identifying local impacts

- Definition of study area for severance and people & community effects noting that severance impacts related to re-routing traffic may occur outside the proposed study area.
- Stated assumptions about local impacts.
- Inclusion of mitigation for adverse traffic impacts arising from the scheme within the DCO.
- Inclusion of receptors outside the immediate area due to impacts which may be created by re-routing traffic.

1.8. It is disappointing that following these formal submissions; neither the scope and sequencing of activity or the Governance and resourcing arrangements have been fully discussed and agreed despite several requests from the Council. We consider this a risk to the DCO process given the challenging timescales going forward.

1.9. The Council has requested access to several technical reports that are being used to inform Highways England's proposals (e.g. Local Model Validation Report, Traffic Forecasting Report and Land Use & Economic Development Report). A traffic forecasting report was received on 5 March 2018, and other documents are still awaited. It is disappointing that the necessary documents were not made available in time for audit and review to inform this response, making it increasingly challenging for us to undertake our statutory role in preparing a statement of common ground and local impact report within the timescale for DCO submission envisaged by Highways England.

1.10. The Council wish to make clear to Highways England that it is fully committed to the DCO process, and supports the proposal for a dual carriageway improvement between Sparkford and Ilchester in-principle, but subject to further detailed design changes being agreed and appropriate local impact mitigation being agreed as the process of audit and appraisal continues.

1.11. The Council would welcome further dialogue to agree arrangements for engagement in the process going forward and envisages setting out a schedule of the information that we feel will be necessary to enable us to meet our obligations as statutory consultee and as the authority responsible for the local highway network. Any commentary set out in this response should therefore not be considered exhaustive and is made without prejudice to further information that we may request or further observations we may have during the process going forward.

2.0. THE ROLE OF LOCAL AUTHORITIES IN THE DCO PROCESS AND NEED FOR APPROPRIATE RESOURCING

2.1. Local Authorities have an important and significant role to play in Nationally Significant Infrastructure Projects. This is neatly demonstrated by reference to Planning Inspectorate Advice Note 2 – The Role of Local Authorities in the Development Consent Process. It is widely accepted that a local authority will provide an important local perspective at the pre-application stage, in addition to the views expressed directly to the developer by local residents, groups and businesses. Pre-application discussions are likely to include the provision of environmental and technical information and advice; working towards a Statement of Common Ground; and, preparing a report to the Planning Inspectorate in respect of Local Impacts.

2.2. Local authorities are likely to become responsible for discharging many of the requirements (akin to planning conditions) associated with a Nationally Significant Infrastructure Project (NSIP) in their area if development consent is granted. Local authorities are also likely to have a role in monitoring and enforcing many of the Development Consent Order (DCO) provisions and requirements.

- 2.3. There will subsequently be considerable work involved for Somerset County Council and it is therefore important that the Council has adequate resources to perform our functions effectively. At present, the Council does have concerns in the context of having a fair chance to put our case and ensuring an adequate examination of the issues.
- 2.4. The Council has previously sought advice directly from Government on the issue of resourcing in relation to large, complex planning applications. In response, it was confirmed that where the size and importance of a proposal makes it appropriate, local authorities should seek to agree Planning Performance Agreement's (PPA) with developers; PPA's being the only way in which they can be helped with resources for the exercise of their statutory functions. The alternative is for the Council to fund the work itself at substantial cost to Somerset Council tax payers, which is considered neither desirable nor realistic.
- 2.5. Therefore in order for the County Council to meaningfully and fully engage in the project and undertake the work which is necessary if the Council is to undertake the task which Advice Note 2 encourages them to undertake it is requested that a Planning Performance Agreement (PPA) is entered into.
- 2.6. The Council provided a formal response to proposed working group arrangements in December 2017, raising concerns with the proposed arrangements. A response has not yet been received. The Council's primary concern in addition to the absence of a PPA, is an absence of any overarching joint group to oversee the input to the scheme development and DCO process and manage any risks and issues that arise. Such a group would also ensure that there is good information flow between the working groups and correct sequencing and coordination of activity. This would avoid a risk to the DCO process arising from a failure to agree common ground and local impact mitigation.

3.0. THE NEED FOR A DUAL CARRIAGEWAY IMPROVEMENT

- 3.1. The Council strongly supports the need for the single carriageway section of the A303 between Sparkford and Ilchester to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton. If designed appropriately, the improvement will improve connectivity and access to the South West Region, improve the resilience of the strategic road network and help to promote economic growth in the region.
- 3.2. An economic impact study commissioned by the Council, published in February 2013¹ noted the following key benefits of an end-end route improvement based on comprehensive business & tourism surveys and transport economic assessment.
- 21,400 jobs
 - £41.6bn boost to the economy (GVA)
 - £1.9bn in transport benefits from reduced journey times
 - Improve transport resilience to cope with incidents and during flooding
 - Save over 1800 fatal or serious casualties over 60 years
 - Reduce carbon emissions by 9%
- 3.3. The Council considers that a whole route improvement is necessary and that complementary improvements to the A303/A30 route between Ilminster and Honiton play a vital role in delivering those wider economic benefits and resilience in the strategic road network as part of the whole

¹ A303 A358 A30 Corridor Improvement Programme Economic Impact Study, Parsons Brinkerhoff, Feb 2013

route improvement. Regional resilience will not be fully achieved until the A303/A30 is also sufficiently improved.

3.4. A sectional economic analysis² demonstrated that the Sparkford-Ilchester dualling provided high value for money in its own right due to estimated journey time and safety improvements, with the scheme reducing congestion and delay on this section including a reduction in incidents, forming part of some 50km of uninterrupted dual carriageway.

3.5. The Council appreciates that the technical appraisal of the route has further developed since 2013, through feasibility studies undertaken by Department for Transport³ and through subsequent work by Highways England. The DfT feasibility study and the Technical Appraisal Report published in support of the non-statutory consultation demonstrated that the scheme will meet its stated objectives and the most recent Scheme Appraisal Report that the Council has access to notes the preferred route scheme will present medium value for money as an investment.

3.6. The Council continues to strongly support the proposal to provide a dual carriageway improvement between Sparkford and Ilchester and urges the Government to ensure sufficient funds are allocated to deliver the scheme alongside the further schemes required to improve the remaining sections of single carriageway to dual carriageway as part of a whole-route improvement.

4.0. HIGHWAYS AND TRANSPORT ISSUES

4.1. The Council has engaged with Highways England at a strategic level in developing the proposals but anticipates several matters in relation to the proposed route will have to be resolved in detail with Highways England if adversarial representation to the Planning Inspectorate Examination is to be avoided following submission of the DCO application. Such matters are likely to include:

- Operational performance of the proposed scheme layout.
- Impact of the scheme on the local road network and local communities; and agreement in relation to the technical appraisal and validation of local impacts as well as matters of construction access and construction vehicle routing.
- Design of local road elements of the scheme, including location of key junctions, alterations of junctions and side roads as appropriate, provision of local access roads and any required local impact mitigation.
- Flood risk and surface water drainage.
- Rights of way and access, including segregated crossings.
- De-trunking and transfer of assets between the Council and Highways England if necessary.
- Requirements for local Traffic Regulation Orders.

Operational performance of the proposed scheme layout and impact of the scheme on the local road network and local communities.

4.2. The Council has reviewed the documentation submitted at the time of writing and concludes that information provided to date affords insufficient scope and level of detail to enable the Highway Authority to fully understand the operational performance of the proposed layout and impact of the proposed scheme on the local network. We therefore consider that a transport assessment will be required.

² A303 A358 A30 Corridor Sectional Economic Analysis, Parsons Brinkerhoff, Jan 2013.

³ A303, A358 and A30 Corridor Feasibility Summary Report, DfT, March 2015.

- 4.3. The absence of a robust transport assessment means that The Council is not able to comment on whether the layout is an appropriate solution to accommodate forecast levels of traffic. The provisional local traffic information does not provide any insight into the operational performance of the proposed layout and The Council will require operational traffic assessments of the proposed junctions, to comment on the appropriateness of the layouts and any associated local congestion impacts.
- 4.4. A transport assessment will be required to fully understand the operational performance of the scheme and transport impact on the local network. The scope of the transport assessment will require agreeing between Highways England and the Council as Local Highway Authority. Typically the Local Highway Authority would expect the transport assessment to include but not be limited to the following:
- Definition of study area
 - Baseline assessment
 - Committed development
 - Methodology
 - Wider routing impacts
 - Projected outcomes including operational performance of proposed junctions
 - Mitigation
- 4.5. The provisional local traffic information document published for consultation affords insufficient scope and level of detail to provide the necessary clarity, as it is not possible to comment on the validity of the data shown, or the quantification of local impacts without access to the supporting technical documentation. Even if the data provided were to be taken at face-value as an accurate and robust assessment of forecast traffic flows (subject to confirmation through subsequent audit and review) then wider traffic re-routing impacts are still unclear due to the geographic limitations of the information provided. As an example, the traffic flow data shows a re-routing away from the A359 onto the A303 but this must presumably place pressure on other routes between the A303 and Yeovil such as the A37 or A3088.
- 4.6. Notwithstanding comments above on the validity of the traffic information; The provisional local traffic information provided does highlight that the proposals are likely to create a local impact on the village of West Camel though attracting additional traffic to travel via Howell Hill/ Parsonage Road. The Council requests that Highways England introduce measures to either remove or mitigate this local impact as part of their final scheme. The Council requests that Highways England consider traffic calming or some other mechanism to reduce the volume and speed of traffic travelling along that route and better balance the traffic flows across the various local roads noting that the forecasts show traffic reducing significantly on some other local roads in the vicinity once the A303 improvement is in place.
- 4.7. The Council has received correspondence from West Camel Parish Council and several members of the community objecting to the proposed local access junction arrangements which they feel are the cause of this impact. The Council urges Highways England to more transparently assess variations on the provision of local access junctions and local access roads to establish if a solution can be developed that avoids creating any adverse impacts on local roads; and engage with The Council and local communities in coming to conclusions.

4.8. Having reviewed the preliminary environmental information report The Council would like Highways England to consider the following detailed points which are relevant to community impacts and mitigation; and amend as appropriate going forward:

- P165 – Impact on local economy does not mention local businesses such as the roadside cafes and the bakery etc.
- P169 – Driver stress does not appear to consider drivers using local roads.
- P170 - Temporary increases in journey length and journey time resulting from diversions or closures to NMU routes are considered in the report as beneficial to health and wellbeing (presumably in the basis that people would have to walk further to use them). This would not be the case if the diversions or closures discourage people from walking which would be a more likely outcome. We would expect diversions and closures to be avoided.
- The effect of local road traffic changes on human health and wellbeing does not appear to be considered in the assessment (e.g. volume and speed of traffic adversely affecting the health and wellbeing of vulnerable road users).
- It is not clear in the Air Quality report why certain roads have been included or excluded from the local affected road network and regional affected road network. Greater clarity on the methodology for defining this network should be provided.

Construction management.

4.9. The impact of scheme construction and movement of materials is not set out in the consultation documents at this stage and The Council anticipates that a detailed construction traffic management plan will need to be agreed as part of the DCO process, explaining how construction impacts, in particular movement of materials will be minimised and mitigated. There could be considerable impact on the local highway network and in such circumstances the Council will seek to protect its roads under the legal provisions available.

Engineering Design comments on proposed layout.

4.10. Ongoing engagement with The Council will be essential in order that safe and appropriate layouts and designs are agreed for any elements of the scheme interfacing with or impacting on the local road network. This includes junctions, overbridges and underpasses, changes to alignment of side roads or any other elements of the scheme.

4.11. Initial comments on the proposed highway layout are set out in the report attached at Appendix A1 (Ref sa-6-0059-002-2). At this stage in the process and in the context of available information, we are only able to comment on whether the proposed layout is appropriate 'in-principle' from an engineering design and safety audit perspective.

4.12. Several engineering design concerns with the proposed layout have been highlighted in the attached report. Engineering design concerns regarding the proposed layout should be read in the context of para 4.7 of this covering response which makes wider in-principle observations about the potential traffic impacts of the local access arrangements at Downhead.

4.13. A more detailed engineering design technical audit report on highway layout has been provided to Highways England under separate cover as part of ongoing dialogue on scheme development notwithstanding the requirement for a transport assessment to confirm the layout is appropriate in traffic terms.

4.14. Audit and review of the proposals is also planned in response to provision of more detailed packages of information from Highways England on the following matters:

- Sign Strategy
- Drainage strategy
- Structures
- Non-Motorised User proposals
- Construction proposals including traffic management
- Road lighting
- De trunking and proposed extents of responsibility

Flood Risk and Drainage.

4.15. Initial discussions have taken place between Highways England and The Council (as lead local flood authority), the Environment Agency and Somerset Internal Drainage Board, regarding the proposed drainage design for the scheme. Attenuation would largely be through open storage basins with permanent ponds to aid water quality treatment. Linear features would be used where possible to collect, treat, store and convey water as close to source as possible.

4.16. Based on the information provided to date it is considered that the proposals are broadly appropriate and meet the requirements for managing surface water, subject to ongoing dialogue regarding detailed design.

4.17. There may be opportunities for the proposals if designed accordingly to provide additional enhancements to water management in the area benefitting local flood resilience. Further discussion with local communities and stakeholders regarding potential opportunities is encouraged.

Public Rights of Way and Non-Motorised User provision

4.18. The proposals appear ambiguous about requirements for Non-Motorised User (NMU) provision at this stage, as NMU's may be banned from expressways and an objective for the scheme is to be expressway compatible. The scheme will need to ensure appropriate long-term provision for NMU movement is made particularly as the proposed scheme does not leave a local road in place particularly for east-west movement.

Rights of Way General Approach

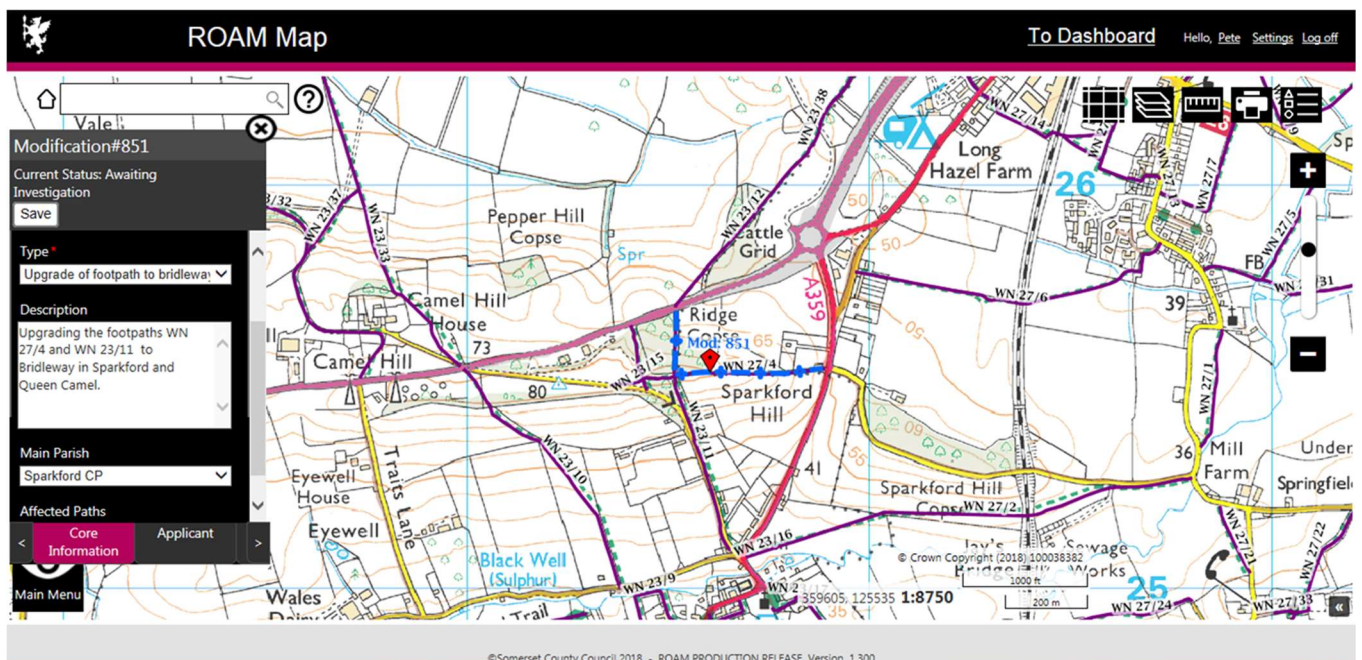
4.19. The diagrammatic map of NMU crossing points is lacking several public rights of way, but broadly speaking the general approach in relation to NMUs appears acceptable. However, it is difficult to judge until all the detail has been considered, particularly in relation to the layout and status of the new crossing points and associated network. The adopted Rights of Way Improvement Plan 2 states that 'When improving PRow or creating new PRow, an inclusive approach will be taken from the outset, so that wherever possible the routes will be accessible to horse riders, cyclists, walkers and those with visual and mobility impairments.' The Council therefore requires Highways England to adopt this policy approach when developing the detail for NMU provision.

Rights of Way Issues

4.20. Prior to the DCO being made the Council needs to bring the Definitive Map & Statement up to date with historic legal events. The electronic record is up to date; however, the legal record is not and needs to be updated to reflect the 1974 and 1996 side road orders. This will require a Legal Event Modification Order, which needs to be made in advance of the DCO. The Council requires clarification from Highways England as to the legal effect of the 1996 order as to whether it created a bridleway or not.

4.21. Any existing or new overbridges intended for equestrian use should have a 1.8m high parapet. Any deviation from this requires further discussion as to the precise detail. Highways England need to consider how improvements to the nearby accommodation bridge at Pill Bridge Lane, Ilchester, can be built into the scheme to not only achieve any economies of scale but also avoid the potential of a s130a Highways Act notice being served for obstruction of a bridleway.

4.22. The Council has recently received an application to modify the Definitive Map (see diagram below) which has the reference 851M. This is an application to upgrade the footpaths to bridleways. Highways England need to give very careful consideration as to how the scheme may impact or need to be modified, should the application be successful. The Council is also aware of potential applications for other equestrian routes in the area. Normally any development that may compromise a modification application is put on hold until such time as the application has been determined. Whilst we are not suggesting that this scheme is put on hold until such time as these applications have been determined beyond legal challenge (which could be many years), it is recommended that Highways England put forward a mitigation plan for discussion and formal agreement. The Council requests an early discussion regarding these matters. This is with a view to avoiding any unfortunate circumstances several years in the future, akin to the existing obstruction at nearby Pill Bridge Lane.



De-trunking and transfer of former Highways England assets to Somerset County Council.

4.23. The proposal provides for sections of the existing A303 to be replaced by a new route. The existing road, where superseded by the new route, will be 'detrunked', downgraded or stopped up as circumstances require. Redundant sections of road will revert either to The Council as the Local Highway Authority, or to private interests if stopped up.

4.24. The proposals do not identify the end uses of all parts of the road, but suggest that sections will need to be kept open for local use. For those sections which fall to the responsibility of the Council under DCO de-trunking procedures, it is normal practice for the Local Highway Authority to be compensated by Highways England for the additional maintenance burden the roads will present to the Council. The Council therefore needs to have agreed, when the DCO application is submitted, what the compensatory arrangements will be and what will be the end uses of all redundant sections of the A303 route. The Council urges Highways England to prioritise discussions on these matters within the programme going forward.

Requirements for local Traffic Regulation Orders.

4.25. The Council will need to be assured, before the DCO application is made, that all identified necessary TROs are included in the process, in particular that it is not left for the Council to address TROs necessary to regulate traffic on the existing county road network before, during or after construction, or on any de-trunked sections of the existing A303.

5.0.COMMENTS FROM SOMERSET COUNTY COUNCIL AS MINERALS AND WASTE PLANNING AUTHORITY

5.1. From a minerals perspective it is important that a suitable means of access is retained to West Camel Hill quarry.

5.2. Regarding waste matters: Subject to certain caveats, uncontaminated soil and other naturally occurring excavated material that is re-used on site is not subject to the Waste Management Acts. In line with the principles of the “waste hierarchy”, The Council is keen for excavated material to be re-used on site during the construction phase to provide embankments or other physical features of the road project. We thus seek a deliberate approach being taken to achieve an earthworks balance. If this principle is not followed, once excavated or otherwise removed, material may enter the control regime as set out by the Waste Management Acts.

6.0. ENVIRONMENTAL AND SOCIAL IMPACTS

Overview

6.1. The Council notes that initial environmental and social impact assessments have been undertaken and that consultation is ongoing with the statutory environmental bodies. The Council notes that there are varying levels of impact on Noise, Air Quality and Greenhouse Gases, Landscape, Archaeology, Listed Buildings, Historic Environment, Biodiversity, Water Environment, Physical Activity, Journey Quality and Severance.

6.2. At this stage in the process The Council refers Highways England primarily to South Somerset District Council and South West Heritage Trust consultation response in respect of matters of landscape and visual impact, air quality and emissions, cultural heritage, biodiversity and ecology, noise and vibration as set out below:

Cultural heritage (from SWHT)

6.3. The consultation document outlines the major issues concerning the cultural heritage with an assessment of the impacts on the designated and non-designated heritage assets. Historic England

are responsible for assessing the impacts on designated assets so this response concerns the non-designated assets (buried archaeology).

6.4. The document uses the DMRB Manual to describe the sensitivity of asset, magnitude of impact and significance of effect during the differing processes associated with the development. SWHT agrees with the conclusions of the initial assessment.

6.5. The conclusions clearly show that the information presented is incomplete and based on an initial desk-based review and consultation with SWHT/SSDC/HE. The further work described by the conclusions includes in-depth analysis of sources and impacts, geophysical survey, monitoring of geotechnical work and trial trenching. These will provide information on the significance of any buried assets and enable the design of a mitigation strategy.

6.6. The consultation document accords with professional practice and the assessment methodology described is in line with national standards.

Landscape and Heritage Impacts (from SSDC)

6.7. There will undoubtedly be landscape and heritage impacts arising from the proposed dualling of the A303. The effect of development upon Hazelgrove registered historic park and garden in particular will be both substantial and adverse, and the Council recognises that this will need to be balanced against public benefit.

6.8. The Council's Conservation Team has been in dialogue with the Highways England's design team and sit on the Environmental working Group, they are satisfied that the adverse effects identified for both Hazelgrove, and other points along the selected route, can be mitigated to a degree. This mitigation will be informed by the findings of both a landscape and visual impact assessment, and heritage assessment, within the EIA process. The ideas generated to date from dialogue with Highways England's design team has led to junction arrangements and a route alignment that will limit - as far as is possible – the extent of the adverse effects, and the Council will continue in that dialogue to seek to secure an outcome where adverse effect is minimised.

6.9. The Council urges Highways England to produce the landscape and visual impact assessment and heritage assessment as soon as possible give that the timeline to DCO submission is short. Sufficient time should be given to the Council to enable us to consider the contents of these reports and whether they have the potential to require further amendments to the scheme design before DCO submission.

Air Quality & Emissions, Noise & Vibration (from SSDC)

6.10. It is important to ensure the impacts of air quality and noise should be fully assessed and mitigated at all stages of the development in accordance with the Environmental Impact Assessment.

6.11. The Council were consulted on the EIA Scoping Report, where we stated that it would be useful to include the rationale for the LOAEL and SOAEL in table 12.1 and confirm that these are pre-mitigation levels for assessing noise impact. We would like to restate this comment to ensure that Highways England have addressed the matter.

6.12. Noise levels are, and continue, to cause concern locally, with the need to moderate noise impacts for residents of the park home site at West Camel raised, due to their construction these

home are not afforded the same level of noise protection as conventionally built residential properties.

- 6.13. Noise should be minimised through design from the outset, as such any new road should be built using quiet road surface, as reducing noise at source is normally more effective than trying to deal with noise after it has been generated.

Biodiversity and Ecology (from SSDC)

- 6.14. The Council's ecologist does not raise any particular concerns. The proposed scope of the Environmental Impact Assessment appears appropriate with regard to protected species and locally designated sites. The Council welcomes continued involvement of the ecologist in the Environment Working Group to ensure this continues to be the case as the scheme evolves to DCO submission.

- 6.15. As stated in the Council's comments to the EIA Scoping Report, South Somerset has a particularly low level of tree-cover (only around 4% as opposed to a national county average of 12%). A significant amount of new woodland plantings have been undertaken within and adjoining the areas of affected by the proposed scheme and it is likely that the removal of a large quantity of adjoining trees and hedgerows will be required. The Council's Arboricultural officer welcomes involvement in the Environment Working Group to explore possible mitigation measures.

Biodiversity (from SCC)

- 6.16. As surveys were carried out in 2017 it is surprising that these have not been included in the biodiversity section as least in summary to inform the response.

- 6.17. Table 8.2 sets out an evaluation of ecological receptors a number of which should be listed as s41 priority habitats (of the Natural Environment and Rural Communities Act 2006) nationally. The local BAP is no longer extant and has not been updated on expiry. It is considered that calcareous grassland and parkland is of national not regional importance as stated. Local Wildlife Sites can also support features of national importance, e.g. parkland and veteran trees, and it should not be considered that all have potential for substitution. Note that SSSI are only a sample of nationally important wildlife sites. Barn owls, as opposed to 'breeding birds', are listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) and are an s41 priority species so would consider the species to be of more than regional value.

- 6.18. The assessment also needs to take account of the Somerset Ecological Network, which is not mentioned in the biodiversity section. This shows areas of habitat networks, e.g. priority grassland, woodland, etc., in core areas, stepping stones and matrix habitats.

- 6.19. The Study Area is confined to a zone of influence around the proposed scheme of up to 2km for various ecological receptors. However, no zone of influence is given for bats which is surprising as these are highly mobile species which can forage at some distance from their roost sites and are likely to be affected by fragmentation due to the increased width of road. In addition, the proposed scheme as well as affecting access to foraging areas could also affect migratory movements between summer and winter roost sites. Potentially the 'Favourable Conservation Status' of local populations of these European protected species could be affected. Although it is stated that bat activity and roost surveys have occurred no details are given to give informed comment on these.

- 6.20. The Council disagrees in part with Paragraph 8.10.16 which states that ‘The existing A303 is also considered to be an existing barrier to bats due to the frequent use of HGVs. Therefore, the development of the scheme is not going to create a new barrier to dispersal as the existing baseline already has this present’. In general this paragraph lacks evidence to support its views. This is currently a single width highway of two or three lanes width. Bats are quite capable of crossing roads especially at night when dark and the frequency of use during the night, from experience, is not sufficient to present to a barrier to all species. For example see Lesiński, G., Sikora, A. & Olszewski, A. (2010). Bat casualties on a road crossing a mosaic landscape. *Eur. J. Wildl. Res.* 57. 217-223. Sufficient bat activity surveys should have been carried out to identify where bats are crossing and proven mitigation methods used to provide a safe passage post construction included within the scheme.
- 6.21. Lighting mitigation should also consider the use of back and/or side shields to reduce impacts on habitats for light sensitive species.
- 6.22. A dead otter was found on the A303 just east of the Sparkford roundabout a few years ago.
- 6.23. It appears that no surveys for deer were carried out.
- 6.24. The tables at the end of the section give a slight adverse response for a number of receptors, including woodland, parkland, hedgerows, bats, etc. This is concerning where a ‘no net loss’ should be sought and indicates a lack of mitigating measures or enhancements to compensate for biodiversity losses.

Community Impacts (from SSDC)

- 6.25. The Council supports the provision for non-motorised users as set in Figure 5 of the consultation document. However we are aware that a resident of Downhead has voiced concerns in respect of “the convoluted equestrian and pedestrian route that would be necessary to cross the A303”. The Council’s view is that safety is paramount and it is difficult to see how this could otherwise be improved in a safe manner. Nevertheless Highways England should consider this comment prior to any finalisation of the design.
- 6.26. To ensure that route-reliant businesses and visitor attractions are not adversely affected, Highways England should give further details on the location and nature of advance and approach signage along the proposed new route.
- 6.27. During the construction of the new route, to ensure minimum disruption locally, the Council requests that Highways England considers maintaining local access, mitigating traffic and temporary signage, together with the implementation of an enforcement regime using ANPR to ensure compliance with temporary Road Traffic Orders.
- 6.28. Locally, there is a desire for Highways England to revisit the retention of the “old” A303 as a local route between Podimore and Hazelgrove roundabouts to improve resilience of the network. This option provides the additional benefit of potentially supporting existing local businesses that are largely dependent on trade from the A303 and assist the movement of slower moving traffic such as agricultural traffic and cyclists who are unable to use an Expressway.

Community Impacts (from SCC)

6.29. Highways England should consider setting up a community fund scheme such as that put in place for the A14 Cambridge to Huntingdon Improvement. <https://www.cambscf.org.uk/A14.html>

7. Consultation and Engagement

7.1. Continued engagement with the affected communities, landowners, the Councils, environmental bodies and the South West Heritage Trust will be essential as Highways England develop their plans up to DCO to ensure potential community and environmental impacts of the preferred route are identified and mitigated.

7.2. The Council urges Highways England to set up an ongoing Community Forum to enable effective engagement with the most affected communities to ensure they are kept informed of progress and issues arising from the further scheme development.

END

APPENDIX A1 – SCC Infrastructure Programmes Group Engineering Design Response.

**** Separate Attachment: Report sa-6-0059-002-2 ****

Appendix A1 to

Statutory Consultation Response – March 2018

A303 Sparkford to Ilchester

Ref: sa-6-0059-002-2





Economic and Community Infrastructure Operations

Infrastructure Programmes Group – PP B2W

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1	07/03/2018	First Draft	
2	06/03/2018	Document formatting	
3	06/03/2018	Overview map added	

Approvals

This document requires the following approvals:

Name	Title
Richard Gorst	Project Manager

Distribution

This document has also been distributed to:

Name	Title & Organisation
Andy Coupe	Strategic Manager Infrastructure Programmes Group
Mike O'Dowd-Jones	Strategic Commissioning Manager Highways and Transport

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1 Introduction

1.1 Highways Engineering Technical Workstream

1.1.1 Whilst informal high level consultation has been ongoing for several months, The Highway Authority have been engaged with The Developer's engineering consultants Mott McDonald since 05th February 2018.

1.1.2 Mott McDonald have identified 3.no work packages to be submitted to The Highway Authority for review prior to submission of the Development Consent Order:

Package 1

- Layout
- Local road traffic impacts
- Sign Strategy

Package 2

- Drainage strategy
- Road lighting
- NMU proposals
- Structures

Package 3

- Construction proposals including traffic management
- De trunking works and proposed extents of responsibility, speed limits

1.1.3 To date, The Highway Authority has undertaken a review of the information submitted within package 1. The Highway Authority anticipates receipt of packages 2 and 3 for review prior to submission.

1.1.4 The Highway Authority has the following comments to make in relation to the information presented for statutory consultation and the supplementary information listed within Appendix A submitted within technical workstream package 1.

1.1.5 The comments relate to the local network, side roads and slip lanes only. Comments have not been provided for the A303 mainline.

1.2 Additional Information received

1.2.1 The following information has been submitted to the Highway Authority in addition to that included within the online statutory consultation documentation:

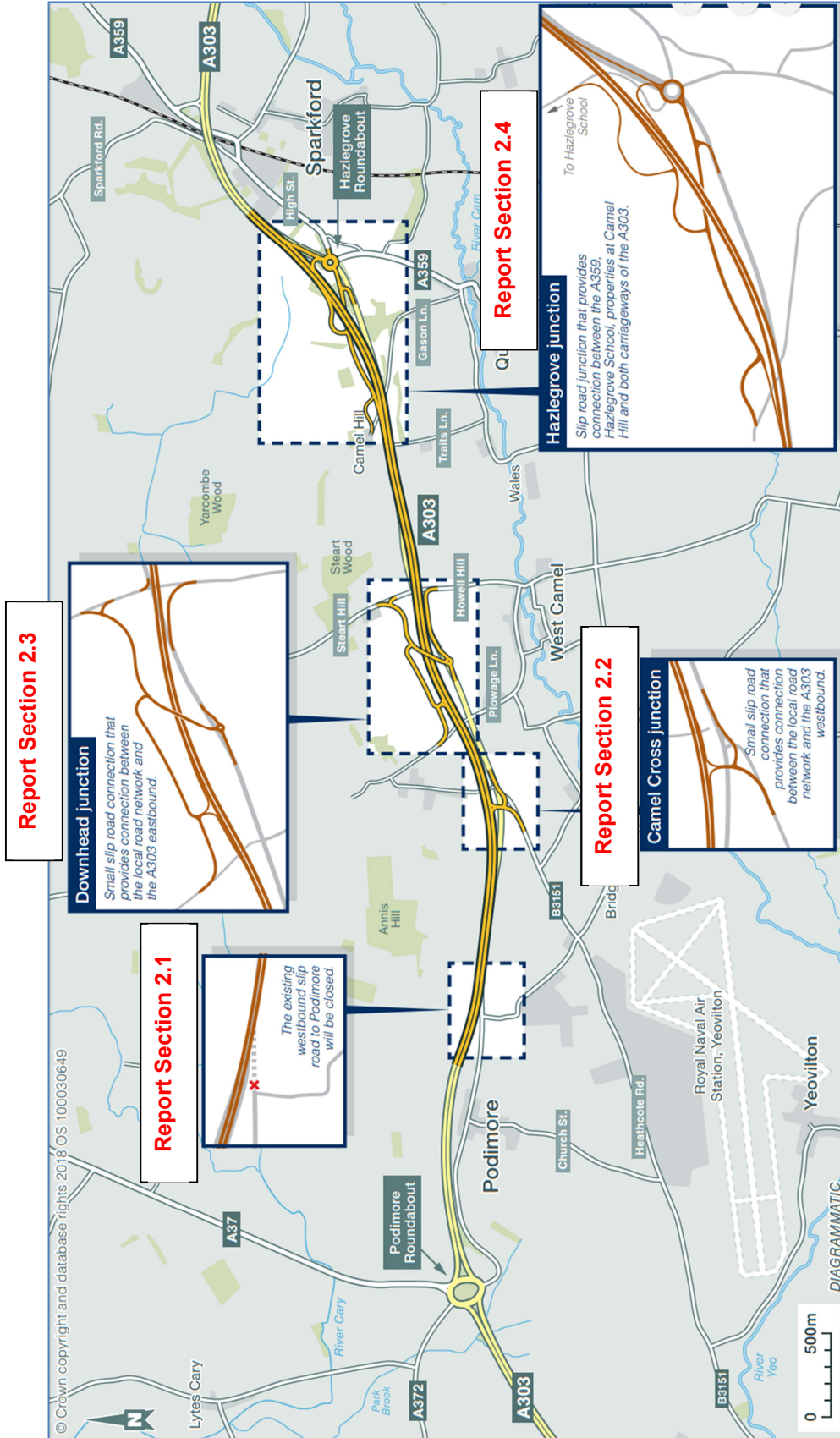
Drawing	No	Rev
HE551507-MMSJV-HSR-000-DR-CH-0001	Side / Slip Road Layout - Sheet 1	P03
HE551507-MMSJV-HSR-000-DR-CH-0002	Side / Slip Road Layout - Sheet 2	P04
HE551507-MMSJV-HSR-000-DR-CH-0003	Engineering Sections - Sheet 1	P03
HE551507-MMSJV-HSR-000-DR-CH-0004	Engineering Sections - Sheet 2	P03
HE551507-MMSJV-HSR-000-DR-CH-0005	Engineering Sections - Sheet 3	P02
HE551507-MMSJV-HGN-000-DR-CH-0101	Plan Option 1	P05
HE551507-MMSJV-HGN-000-DR-CH-0102	Plan and profile - Sheet 1 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0103	Plan and profile - Sheet 2 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0104	Plan and profile - Sheet 3 of 4	P07
HE551507-MMSJV-HGN-000-DR-CH-0105	Plan and profile - Sheet 4 of 4	P04
HE551507-MMSJV-HGN-000-DR-CH-0206	Tourist Signage Strategy	P04
HE551507-MMSJV-HGN-000-DR-CH-0207	Cycle Signage Strategy	P04
HE551507-MMSJV-HGN-000-DR-CH-0212	Primary Route Signage Strategy	P01
HE551507-MMSJV-HGN-000-DR-CH-0213	Non-Primary Route Signage Strategy	P01
HE551507-MMSJV-HGN-000-DR-CH-0214	Local Destination Signage Strategy	P01
HE551507-MMSJV-HDG-000-DR-CD-0101	Proposed Highway Drainage Plan Layout - Sheet 1	P01
HE551507-MMSJV-HDG-000-DR-CD-0102	Proposed Highway Drainage Plan Layout - Sheet 2	P01
HE551507-MMSJV-HDG-000-DR-CD-0103	Proposed Highway Drainage Plan Layout - Sheet 3	P01
HE551507-MMSJV-HDG-000-DR-CD-0104	Proposed Highway Drainage Plan Layout - Sheet 4	P01
HE551507-MMSJV-HGN-000-DR-CH-0208	Rights of Way and Access Sheet 1 of 4	P02
HE551507-MMSJV-HGN-000-DR-CH-0209	Rights of Way and Access Sheet 2 of 4	P02
HE551507-MMSJV-HGN-000-DR-CH-0210	Rights of Way and Access Sheet 3 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0211	Rights of Way and Access Sheet 4 of 4	P05
HE551507-MMSJV-MTR-000-DR-TR-0017	Annual Average Daily Traffic – Option 1	–
HE551507-MMSJV-HGN-000-DR-CH-0005	Cross Section Type – D2AP Balanced and Super-elevated	P01
HE551507-MMSJV-HGN-000-DR-CH-0006	Cross Section Type – S2 Series	P01
HE551507-MMSJV-HGN-000-DR-CH-0007	Cross Section Type – Slip Roads and Interchange Links	P01
HE551507-MMSJV-HGN-000-DR-CH-0008	Cross Section Type – Compact Connectors	P01
HE551507-MMSJV-HGN-000-DR-CH-0009	Cross Section Type – Access and Rights of Ways	P01
HE551507-MMSJV-LLO-000-DR-0014	Location Plan	Draft

1.2.2 The following documentation has also been provided for consideration: -

- Client Scheme Requirements.pdf – Rev A
- Scheme Assessment Report – HE551507-MMSJV-GEN-000-RP-UU-0003 Rev P03
- NMU Audit Report – 363903-09-010-RE-005 – Rev P01
- Geometric Design Input Working Note – HE551507-MMSJV-HGN-000-RP-CH-0006

2 Layout

2.1 Overview Map



2.2 Westbound Slip to Podimore

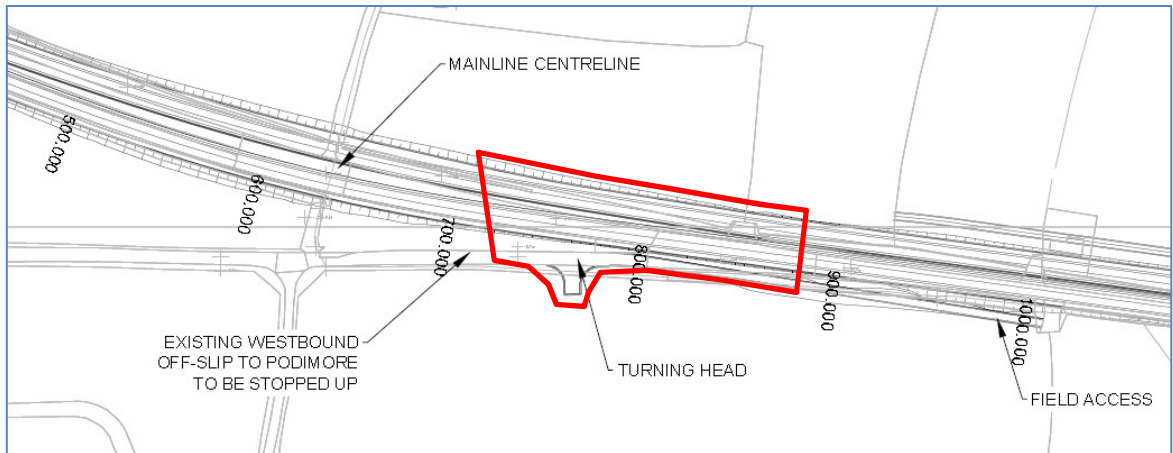


Figure 1 (Westbound Podimore Slip)

- 2.2.1 The Highway Authority supports the developer's proposal to close the exiting westbound off slip to Podimore.

2.3 Camel Cross Junction

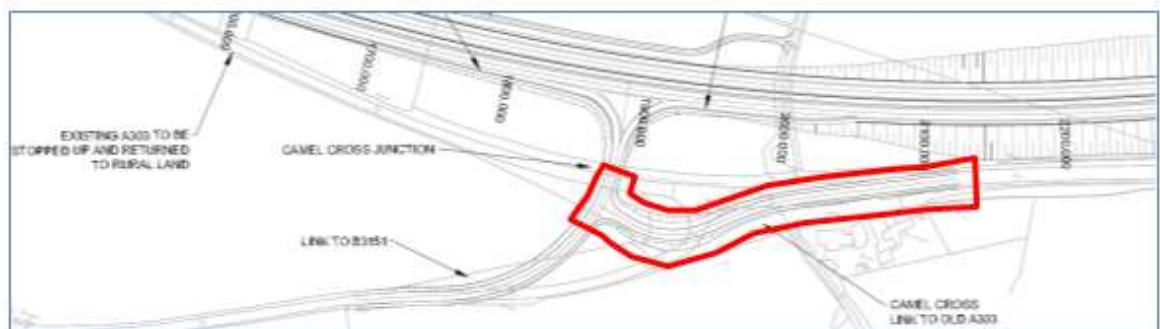


Figure 2 (Camel Cross Cross Junction)

- 2.3.1 The Highway Authority has concerns that the junction of the Camel Cross Link with the old A303 (Fig.2) is too close to the new junction (Fig.1.0). The potential for conflict with turning vehicles is considered significant.
- 2.3.2 For the above reason, The Highway Authority do not support the developer's proposals for this junction.
- 2.3.3 The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.4 Downhead Junction

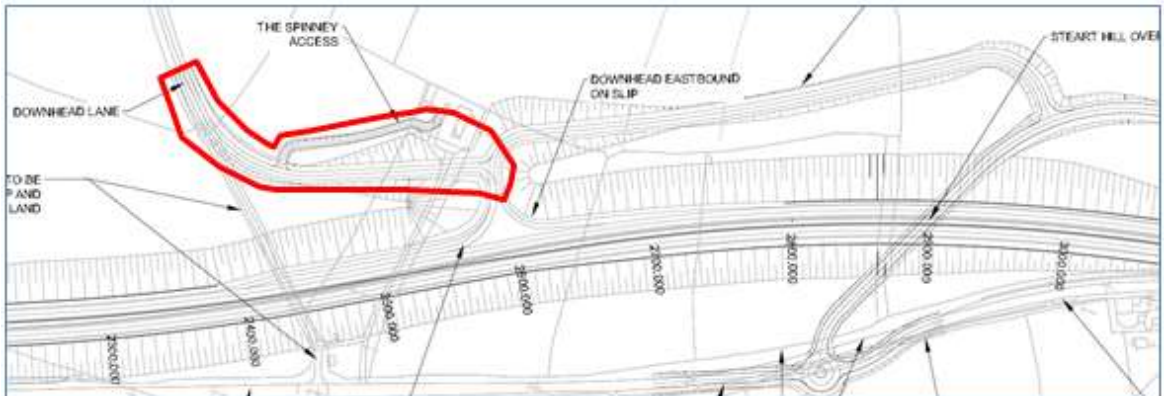


Figure 3 (Downhead Lane)

Downhead Lane

- 2.4.1 The Highway Authority has concerns regarding the proximity of the Downhead Lane junction (Figure 3) with the exit slip of the A303 and the potential for conflict with turning vehicles.

Downhead Link

- 2.4.2 It is not clear from the information provided what standard the linking section (figure 4) has been designed in accordance with. It is suggested that the design standard for this section is TD40/94 Layout of Compact Grade Separated Junctions.
- 2.4.3 The Highway Authority has concerns regarding the long straight section of carriageway (figure 4) that might encourage higher vehicle speeds. Paragraph 6.4 of TD40/94 states that long straight sections within the compact connector should be avoided.

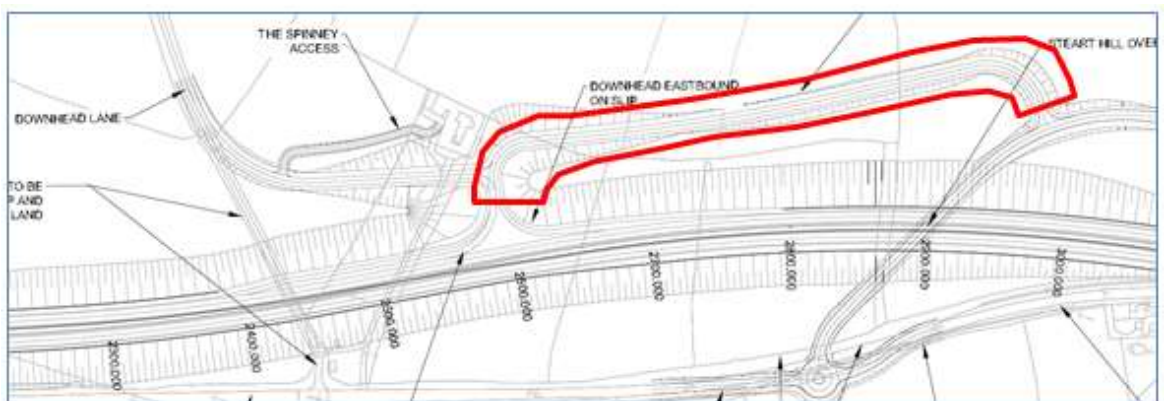


Figure 4 (Downhead junction link)

- 2.4.4 The Highway Authority also has concerns regarding the road hierarchy as the proposed trunk road terminates at a junction with a lesser category road (Stearth Hill overbridge).

2.4.5 For the above reasons, The Highway Authority does not support the developer's proposals for the Downhead Junction arrangement.

2.4.6 The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.5 Hazlegrove Junction

Vale Farm Link

2.5.1 The Highway Authority considers that the close proximity of the Vale Farm junction (Fig.5) to the A303 eastbound off slip is unacceptable.

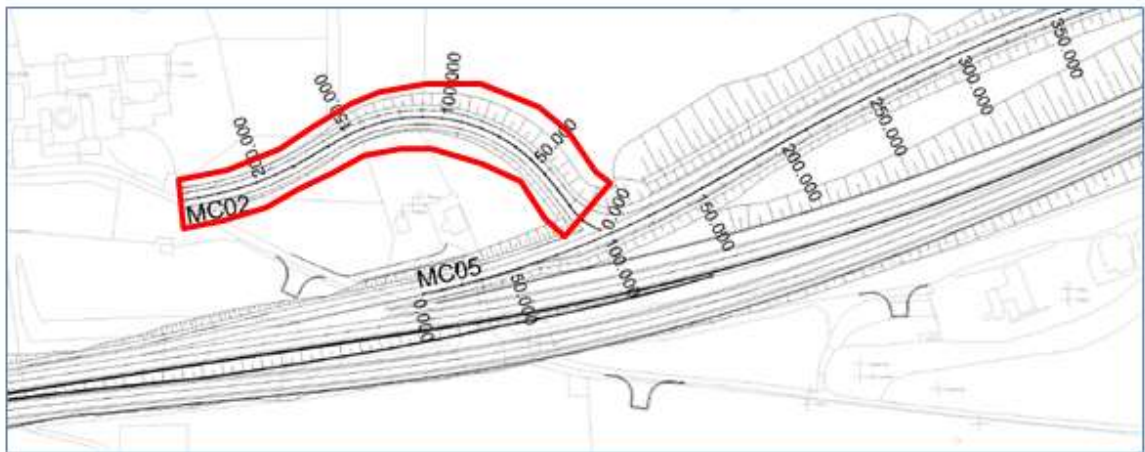


Figure 5 (Vale Farm Link)

Camel Hill Link

2.5.2 It is not clear from the information provided what standard this road is being designed to. It does not appear to be a slip road or an interchange link. It is too long for a slip road as it is in excess of 750m and west bound traffic cannot access the A303 once they have passed the Hazlegrove junction.

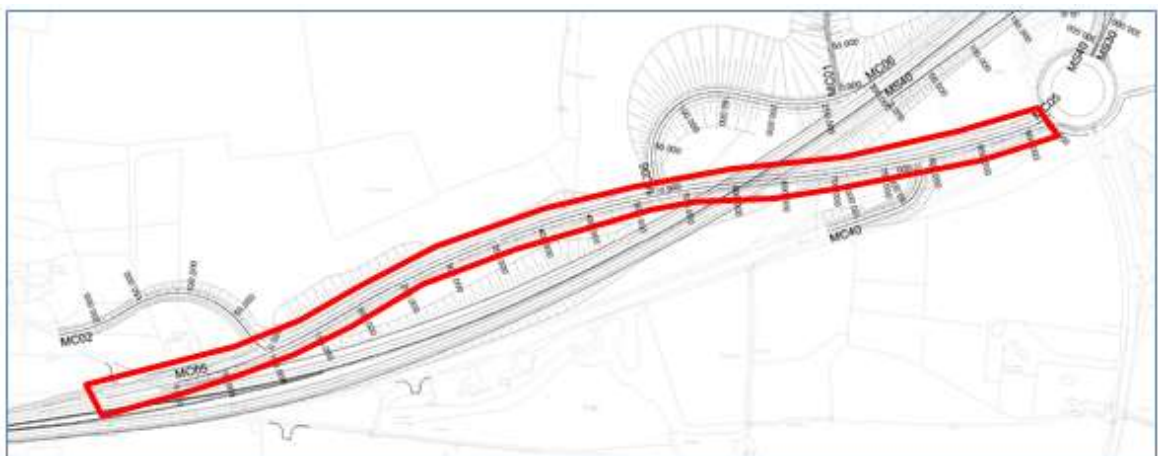


Figure 6 (Camel Hill Link)

- 2.5.3** The Highway Authority has concerns that the link does not appear to be designed in accordance with the Design Manual for Roads and Bridges. There do not appear to be any existing examples of this type of layout on the Strategic Road Network. Local traffic and trunk road should be separated as much as possible.

Hazlegrove Link



Figure 7 (Hazlegrove Link)

- 2.5.4** It is not clear from the information provided what standard the section has been designed in accordance with. It is suggested that the design standard for this section is TD40/94 Layout of Compact Grade Separated Junctions.
- 2.5.5** The Highway Authority does not consider the link to Hazlegrove House suitable for local traffic and have concerns that turning traffic accessing/egressing Hazlegrove House would conflict with vehicles accelerating to re-join the A303.
- 2.5.6** For the above reasons, The Highway Authority does not support the developer's proposals for the Hazlegrove junction.
- 2.5.7** The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.6 Existing A303

- 2.6.1** The existing A303, in some sections, is as much as 10m wide which may encourage much higher speeds when de-trunked. The developer will be required to consider reducing the width of the existing carriageway where appropriate in order to reduce the potential for high speeds on the local network.
- 2.6.2** The Highway Authority will be happy to assist the developer to review alternative alignment options.

The Highway Authority will work with the developer to identify ownership and future maintenance liabilities for new assets installed as part of this development. The Highway Authority anticipates that additional maintenance obligations on the

local network will be subject to commuted sum agreement. The Highway Authority will be happy to further discuss and agree such matters with the developer.

3 Local Road Traffic Impacts

- 3.1.1** The submitted Provisional Local Traffic Information has been reviewed.
- 3.1.2** The light touch documentation submitted to date affords insufficient scope and level of detail to enable the Highway Authority to fully understand the impact of the development on the local network.
- 3.1.3** The Highway Authority anticipates that the Developer will provide a Transport Assessment, the scope of which will require agreeing with The Highway Authority.
- 3.1.4** Typically the Highway Authority would expect the transport assessment to include but not be limited to the following:
- Definition of study area
 - Baseline assessment
 - Committed development
 - Methodology
 - Wider routing impacts
 - Projected outcomes
 - Mitigation

4 Sign Strategy

- 4.1.1** The Highway Authority are currently undertaking a detailed review of the developers proposed signing strategy and have no comment to make on this topic at this time.

5 Further reviews

- 5.1.1** In order to assist the development and expedite the development of design proposals, The Highway Authority and the developers design consultants have scheduled a series of technical reviews, reports and workshops. It is anticipated that output from the aforementioned technical workstream will be articulated within the developers' statement of common ground.

6 Summary

- 6.1.1** The Highway Authority has reviewed the limited design information submitted by the Developer to date.
- 6.1.2** The Highway Authority has substantial concerns with the proposed highway layout at Camel Cross Junction, Downhead Junction and Hazlegrove junction. As a result The Highway Authority does not support the developers' current layout proposals.
- 6.1.3** The documentation submitted by The Developer provides an insufficient scope and level of detail to enable the Highway Authority to fully understand the impact of the development on the local network traffic. It is the view of The Highway Authority that a Transport Assessment is required.
- 6.1.4** The Highway Authority will continue to work with The Developer to develop design proposals and identify the scope of modelling work required.

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Somerset County Council
Scrutiny for Polices and Place Committee

– 24 April 2018

Award of contract for the provision of Temporary Labour

Lead Officers: Richard Williams, Commercial & Business Services Director, Chris Squire, HR & OD Director

Author: Marie Stretch, Strategic Manager – Business, Commercial & Procurement

Contact Details: 077752 21297

Cabinet Member: Anna Groskop

Division and Local Member:

1. Summary

- 1.1. The current contract for the provision of Temporary Labour to the authority expires on 1st December 2018. A comprehensive review sourcing review has been conducted in conjunction with Richard Williams (Commercial & Business Services Director) and Chris Squire (HR& OD Director) and the decision to appoint the proposed future supplier is to be put to Cabinet on 21st March 2018.
- 1.2. This paper and the appendices outline the approach taken and the proposals which Cabinet will be asked to approve.

2. Issues for consideration / Recommendations

- 2.1. The proposals to be put to cabinet concerning the award of a contract for the provision of Temporary Labour to Somerset County Council.

Please note that appendix 4 contains commercially sensitive information which should remain confidential.

3. Background

- 3.1. The current Temporary Labour contract is with Reed and expires on 30th November 2018.

The contract is provided via a master vendor solution and that model provides benefits to SCC through a single point of contact for the authority, reduced supplier margins, increased contract governance, improved performance of the supplier, transparent management information and process efficiencies in terms of the end to end booking process and P2P process.

The contract categorises temporary labour into a number of distinct groups including Admin & Clerical, Engineering & Surveying, HR, IT, Management, Procurement, Social & Healthcare (qualified and non-qualified)

Reed's agency fee within the current contract is charged according to a pre-determined rate for each category as a fixed £ per hour worked by the candidate which is aligned to SCC Spinal Column Points. Under MSTAR2 the rates remain as a fixed £ per hour but vary by wage rates within bands, job category and whether the worker is supplied from Reed's own workers or has been sourced from a third party through Reed as managed vendor.

Spend over the term of the current contract with Reed is as per Appendix 1

There are no current concerns regarding the service from Reed. There have been difficulties at times in securing sufficient acceptable Qualified Social Work candidates, Reed have augmented their second tier support suppliers in an effort to resolve this but it is known that this is a marketplace with a high demand at the moment and resource is scarce within the region.

- 3.2. The spend on temporary labour is reducing (see appendix1) and this reduction is expected to increase. Temporary Labour adds flexibility to the workforce but is generally more expensive than the overall cost of a permanent employee. As an example, a temporary social worker costs c£80k pa whilst a permanent employee would be c£60k pa. There is a desire to reduce the reliance on temporary staff in this area and move to a permanent workforce but there is a shortage of supply in the region which impacts on our ability to transition workers to permanent.

4. Consultations undertaken

- 4.1. HR Organisation Development consulted with 80 key bookers and recruiting managers that use the current Reed arrangement to gather information on future requirements and any required changes to the current service. Responses were received from 30 users and their comments were incorporated into a set of future service requirements
- 4.2. Potential suppliers from the MSTAR2 framework were consulted on their ability to supply the profile of workers currently engaged by the authority on a temporary basis and their proposed rates.

5. Implications

- 5.1. The award of this contract will allow staff to continue to access a cost effective source for Temporary Labour, which will enable the authority to continue to provide services to the community.
- 5.2. A copy of the Impact Assessment is contained within the appendices

6. Background papers

- 6.1. Appendix 1 – current spend report
- 6.2. Appendix 2 – review process
- 6.3. Appendix 3 – Cabinet Key Decision Paper
- 6.4. Appendix 4 – Evaluation Report (confidential)
- 6.5. Appendix 5 – Impact Assessment

Note For sight of individual background papers please contact the report author.

Appendix 1 Current spend report (this is dependent on demand management)

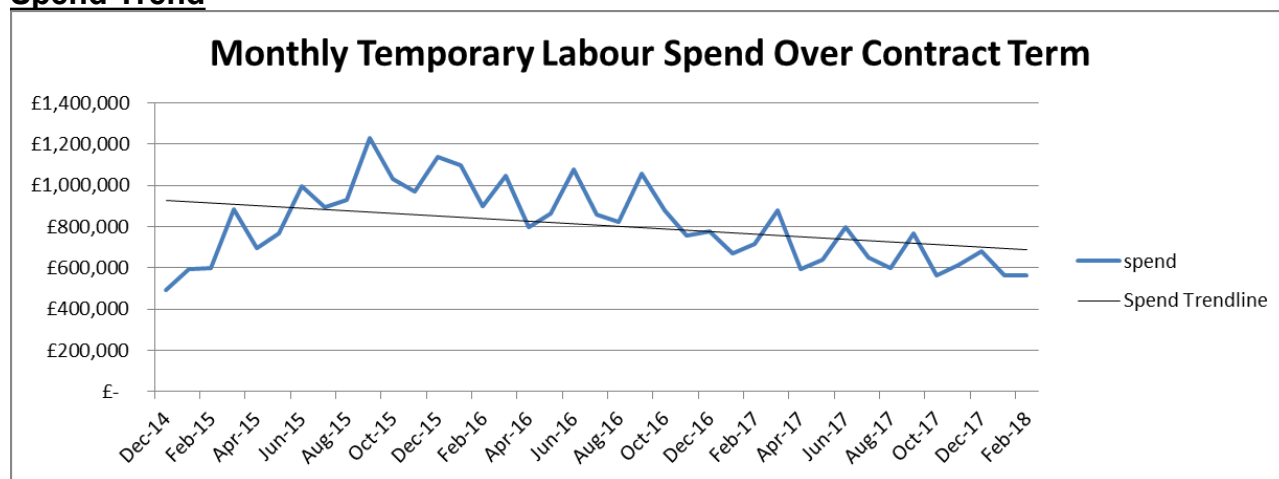
Total Spend

<u>Period</u>	<u>Spend</u>	<u>% change year on year</u>
Contract year 1 (Dec 14- Nov 15)	£10.2m	
Contract Year 2 (Dec 15 – Nov 16)	£11.4m	+11%
Contract Year 3 (Dec 16 – Nov 17)	£8.3m	-27.5%
Contract year 4 (Dec 17 – Nov 18)	£7.5m (projected figure using 12 month rolling average)	-6%
Total	£37.5m	

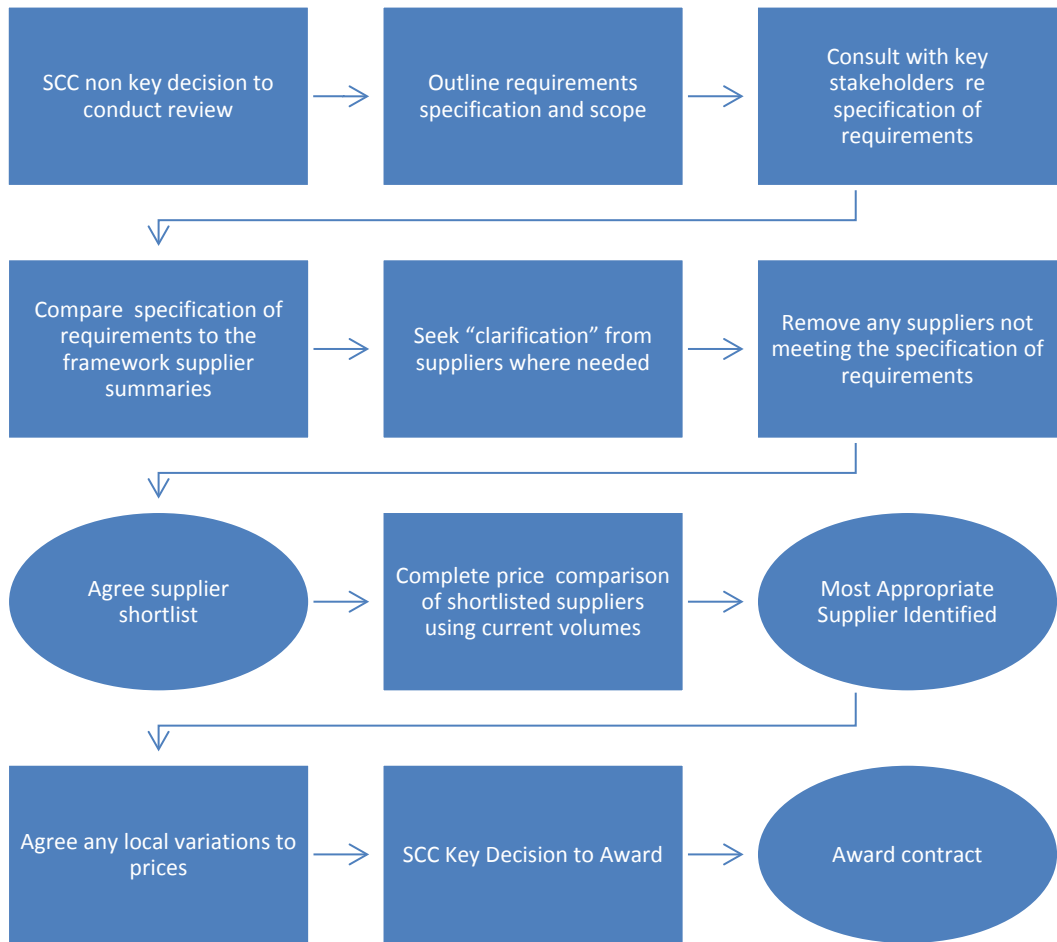
Spend By Business Area for last 12 months

Business Area	Spend Dec 16 to Nov 17	% of total
Adults & Health	£271,644	3.3%
Business Functions	£1,035,074	12.5%
Children's Services	£5,923,994	71.7%
ECI	£1,029,724	12.5%
Education	£3,765	0%
Total	£8,264,201	100%

Spend Trend



Appendix 2 – Supplier Selection Methodology



Decision Report – Cabinet Key decision
Decision date – 27th March 2018

Award of contract for the provision of Temporary Labour

Cabinet Member(s): Cllr Anna Groskopp – Cabinet Member for Corporate and Community Services

Division and Local Member(s): All

Lead Officer: Chris Squire, HR & OD Director

Author: Marie Stretch, Strategic Manager, Commercial & Procurement.

Contact Details: 07775221297

	Seen by:	Name	Date
	County Solicitor	Honor Clarke	
	Monitoring Officer	Scott Wooldridge	
	Corporate Finance	Kevin Nacey	
	Human Resources	Chris Squire	
	Procurement	Donna Fitzgerald	
	Senior Manager	Richard Williams	
	Local Member(s)	Click here to identify the local member (s)	Please note that for County wide decisions, all Members must be consulted
	Cabinet Member	Anna Groskopp	
	Opposition Spokesperson	Liz Leyshon	
	Relevant Scrutiny Chairman	Cllr Tony Lock	
Forward Plan Reference:	FP/17/01/04		
Summary:	<p>This proposal follows a review of the options available for supplying a cost-effective service for delivering temporary labour, conducted by HROD and Commercial & Procurement in consultation with current users.</p> <p>With reducing demand for temporary labour projected for the new supplier contract, it is notable that spend on temporary labour is now projected to have reduced by up to £4m over the two years 16/17 and 17/18. Further reductions are anticipated.</p>		

	<p>In line with the corporate drive to reduce costs, a preferred supplier has been identified; details of the preferred supplier, the procurement method and the associated costs are detailed in the appended confidential report.</p>
<p>Recommendations:</p>	<p>That the Cabinet;</p> <ol style="list-style-type: none"> 1. Approves the award of the temporary labour contract to the preferred supplier under ESPO MSTAR2 framework, as detailed in the appended confidential Appendix A for a period of up to 4 years. 2. Agrees the case for applying the exempt information provision as set out in the Local Government Act 1972, Schedule 12A and therefore to treat the attached Appendix A in confidence, as they contain commercially sensitive information, and as the case for the public interest in maintaining the exemption outweighs the public interest in disclosing that information. 3. Subject to the approval recommendation 2 above, agree to exclude the press and public from the meeting where there is any discussion at the meeting regarding exempt or confidential information. <p>Exclusion of the Press and Public To consider passing a resolution under Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 to exclude the press and public from the meeting on the basis that if they were present during the business to be transacted there would be a likelihood of disclosure of exempt information, within the meaning of Schedule 12A to the Local Government Act 1972:</p> <p>Reason: Information relating to the financial or business affairs of any particular person (including the authority holding that information).</p> <ol style="list-style-type: none"> 4. Authorises the Commercial and Business Services Director or the HR & OD Director to sign the contract with the preferred supplier on behalf of the authority and to determine in due course whether to utilise the optional two year extension.

Reasons for Recommendations:	The award of the temporary labour contract to the identified preferred supplier under the Managed Services for Temporary Agency Resource 2 (MSTAR2) framework will ensure a cost effective supply of temporary workers to the authority.
Links to Priorities and Impact on Service Plans:	The spend on temporary workers has reduced in recent years and any posts to be filled are reviewed in accordance with the 10 point plan.
Consultations and co-production undertaken:	In May 2017 prior to the preferred supplier being identified, HROD issued a consultation survey to all users/bookers/managers of the current service provision. The survey requested comments on the existing temporary labour service and any changes required in to input into the new temporary labour contract specification of requirements. The response rate was extremely positive and the results helped to ensure that the future supply meets the needs of the users.
Financial Implications:	The award of the temporary labour contract will maintain supplier fees at approximately the same overall level as the current arrangement. Finance have been consulted and walked through the commercial assessment.
Legal Implications:	<p>“Exempt information” is defined by Section 100 of the Local Government Act 1972, by Schedule 12A to that Act. The Council’s Constitution (Access to Information in relation to Decision-making) sets out the relevant categories for information to be treated as exempt information. It is recommended that the press and public should be excluded during consideration of Appendix A because its discussion in public would be likely to lead to the disclosure to members of the press and public present of information in the following categories prescribed by Part 1 of Schedule 12A to the Local Government Act 1972 (as amended): paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information) and paragraph 5 – Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. Since it is considered that, in all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that disclosure would be to the detriment of the Council’s ability properly to discharge its fiduciary and other duties as a public authority.</p> <p>SCC Legal Services have been fully engaged, reviewed the MSTAR2 framework and have confirmed the proposed framework and evaluation is lawful for SCC to award and utilise under the framework’s call off arrangements.</p>
HR Implications:	HROD will support the implementation of the new arrangements and processes and will communicate this to the user base.

Risk Implications:	<p>Minimal changes to the service and process are anticipated as such the risk is low. The main risk is that users will need to adjust to the new job classifications and rates when placing orders. This will be mitigated through a controlled communication programme in the lead up to the commencement of the new contract and adjustments to the online predetermined catalogue ordering process.</p> <table border="1" data-bbox="513 524 1465 562"> <tr> <td>Likelihood</td> <td>1</td> <td>Impact</td> <td>1</td> <td>Risk Score</td> <td>1</td> </tr> </table>	Likelihood	1	Impact	1	Risk Score	1
Likelihood	1	Impact	1	Risk Score	1		
Other Implications (including due regard implications):	<p><u>Equalities Implications</u></p> <p>The award of this contract has no negative effects on any particular groups of people. Temporary workers are the supplier's employees. The employees work to the supplier's terms, conditions and policies, these policies are available for recruiting managers to view on line.</p> <p><u>Community Safety Implications</u></p> <p>No Implications.</p> <p><u>Sustainability Implications</u></p> <p>No implications.</p> <p><u>Health and Safety Implications</u></p> <p>No implications.</p> <p><u>Privacy Implications</u></p> <p>No implications.</p> <p><u>Health and Wellbeing Implications</u></p> <p>No implications.</p>						
Scrutiny comments / recommendation (if any):	<p><i>Summarise any comments or recommendations that the relevant Scrutiny Committee made on your proposed decision.</i> <i>OR</i> Not applicable.</p>						

1 Background

1.1. The current Temporary Labour contract is provided by Reed Specialist Recruitment Limited under the ESPO MSTAR Framework and expires on the 30th November 2018. The contract is provided via a master vendor solution and that model provides benefits to SCC via;

- a single point of contact for the authority,
- certainty on prices and rates aligned to SCC Spinal Column Points,
- increased contract governance,
- management of a set of second tier support suppliers
- transparent management information of SCC temporary workforce use and;
- consolidated process efficiencies in terms of the Procure2Pay processes.

The contract provides SCC with access to temporary workers who will fulfil a wide variety of roles within the authority including general administrative, social care, social work, technical, operational support and management.

1.2 Overall, since the commencement of the current contract on 1st December 2014, total spend and usage has fallen and continues to do so as per table below. Demand for temporary labour in SCC is reducing and this reduction is expected to continue. Temporary Labour adds flexibility to the workforce but is generally more expensive than the overall cost of a permanent employee, dependent on which supplier is delivering the service. This reduction is in line with the Authority's drive to reduce costs where possible and it is notable that spend on temporary labour is projected to have reduced by up to £4m over the two years 16/17 and 17/18.

<u>Period</u>	<u>Spend</u>	<u>% change year on year Total Spend</u>
Contract year 1 (Dec 14- Nov 15)	£10.2m	
Contract Year 2 (Dec 15 – Nov 16)	£11.4m	+6.3%
Contract Year 3 (Dec 16 – Nov 17)	£8.3m	-27.5%
Contract year 4 (Dec 17 – Nov 18)	£7.5m (projected figure using 12 month rolling average)	-8.6%

- 1.3 A limited number of frameworks which provide temporary labour services are available for SCC to access. The frameworks available were
- Contingent Labour ONE (Crown Commercial Services - CCS) – this covers Administration/Clerical workers and operational support staff,
 - MSTAR2 (Eastern Shires Purchasing Organisation - ESPO) – covers administration/clerical staff together with more specialised staff such as engineering, IT, social workers and management.
- 1.4 Following a comprehensive review and consideration of all options it became clear that the MSTAR2 framework was the only viable framework available for SCC to access without conducting our own lengthy OJEU tendering process. The MSTAR2 framework allows contracting authorities to appoint suppliers via either a “Further Competition” or via a “Call-Off Without Competition”.
- 1.5 The MSTAR2 framework is a revised version of the MSTAR framework previously used by SCC and c180 other contracting Authorities. This follows a procurement process conducted by ESPO which was based on the Open tendering procedure as detailed in the European Communities Combined Directive (2004/18/EC). The ESPO team who run the MSTAR2 framework conducted an in-depth tender exercise to identify the best qualified managed service providers on the market and ensure that the process complied with EU regulations.
- 1.6 As part of this process a consultation took place with 80 SCC key bookers and recruiting managers that use the current arrangement to gather information on future requirements, and any required changes to the current service. The comments received were used to set out the future service requirements.
- 1.7 The future service requirements developed through the consultation exercise were compared against the standard service provided through the MSTAR2 framework and any specific service offerings from each of the framework suppliers which ensures the consultation outputs were reflected in the future service.

This comparison was on service delivery and did not incorporate any commercial price evaluation. It was identified and agreed that all suppliers except one could fulfil our specification requirements. As such SCC are able to award under the under the MSTAR2 Framework.

This process comprised of two main stages.

Stage 1 – the comparison of service requirements against the framework service provision as outlined above taking account of the outputs of the consultation exercise.

Stage 2 – commercial price comparison between the suppliers to identify the lowest cost options followed by discussion regarding any local pricing requirements to take account of any particular local supply issues and resource availability.

- 1.8 All remaining suppliers were taken forward to the cost comparison stage.

Volumes by job category and salary taken from the current role portfolio of SCC were used to calculate a total cost comparison between the remaining suppliers using the fees/rates published within the ESPO framework. The estimated internal “cost of change” for implementing any new arrangement was also taken into consideration

The three lowest cost suppliers were invited to discuss their pricing and ability to service the requirements of SCC.

- 1.9 A series of in-depth Supplier clarification discussions were held with the three lowest cost suppliers to verify their ability to supply at the rates quoted.

- 1.10 The final price comparison is shown in the confidential Appendix A. This includes a comparison against current costs

- 1.11 The awarding of the contract to the preferred supplier provides demonstrable value for money with future agency fees being marginally below current (based on current activity). In addition to the terms included under the MSTAR2 framework, SCC will achieve an internal cost avoidance of not having to undertake a full tender exercise.

The duration of the new contract requiring approval is for an initial 2 years with an optional 2 year extension. The total contract will not exceed 4 years. Further detail relating to the procurement of the new temporary labour contract can be found in the appended confidential evaluation report.

- 1.12 It is recognised there is a need for extra focus on the supply of Qualified Social Workers given the current difficult market conditions. Discussions are in place with the Supplier to develop a partnership programme involving key second tier suppliers to explore opportunities to alleviate the current supply issues and aim for a closer working relationship.

- 1.13 Legal Review

SCC Legal has been working with SCC throughout this process and have signed off the process the framework and the process that has been taken to reach the final proposal.

2 Options considered and reasons for rejecting them

- 2.1 The other alternative is to establish a set of arrangements between SCC and a number of small local suppliers to fulfil the QSW roles in particular. Continued benchmark information and close working with the incumbent supplier on market intelligence and commissions, shows that this would lead to significantly inflated management fees. This would also be administratively burdensome to manage and would require additional internal resource and

increased back office support, giving an overall increased cost to SCC.

3. Background Papers

- 3.1 See appended evaluation report which is confidential as it includes details on the preferred supplier and is therefore commercially sensitive. The Impact Assessment report, which is also confidential as it includes details on the preferred supplier and is therefore commercially sensitive, is included as part of the confidential appendix to this report.

Equality Impact Assessment Form and Action Table 2015 (Expand the boxes as appropriate, please see guidance www.somerset.gov.uk/impactassessment) to assist with completion)			
<p>"I shall try to explain what "due regard" means and how the courts interpret it. The courts have made it clear that having due regard is more than having a cursory glance at a document before arriving at a preconceived conclusion. Due regard requires public authorities, in formulating a policy, to give equality considerations the weight which is proportionate in the circumstances, given the potential impact of the policy on equality. It is not a question of box-ticking; it requires the equality impact to be considered rigorously and with an open mind."</p> <p>Baroness Thornton, March 2010</p>			
What are you completing the Impact Assessment on (which policy, service, MTFP reference, cluster etc)?		The procurement of the Temporary Labour Contract.	
Version		Date	
Section 1 – Description of what is being impact assessed			
<p>The current Temporary Labour contract is provided by Reed and expires on the 30th November 2018. The contract is provided via a master vendor solution and that model provides benefits to SCC via</p> <ul style="list-style-type: none"> • a single point of contact for the authority, • certainty on prices and rates, • increased contract governance, • transparent management information of SCC temporary workforce and • process efficiencies in terms of the Procure2Pay process. <p>The contract is to be re-awarded for commencement in Dec 18 and this report assesses the impact of that award.</p> <p>This contract will provide SCC with access to temporary workers who will fulfil a wide variety of roles within the authority including general administrative, social care, social work, technical, operational support and management</p>			
Section 2A – People or communities that are targeted or could be affected (taking particular note of the Protected Characteristic listed in action table)			
<p>The award of a new contract for temporary labour could have an impact/effect on the following groups of people;</p> <ul style="list-style-type: none"> – Somerset County Council (SCC) Services/Leads – Incumbent SCC temporary workforce – Service Users <p>The current temporary labour supplier provides SCC with monthly management Information. The report includes diversity information that provides data on ethnicity, nationality, age, and gender etc. which allows consideration of any impact on those groupings. Continuing to provide the temporary workforce via the same supplier ensures no impact on the protected characteristic groups and those listed above.</p>			

Section 2B – People who are delivering the policy or service

The changes contained within the new contract under MSTAR2 are minimal. The ordering and invoicing process will remain the same.

There are two key areas of change

- 1) Job Categories – a revised set of high level job categories has been agreed and charges are based on this.
- 2) Fees – MSTAR2 has a set of fees agreed with the supplier which is based on both job category and wage bands.

HROD will work with the supplier to ensure that the reimplementation is successful and that clear communication of changes is issued to impacted parties. The supplier has an onsite presence at County Hall which will assist with the reimplementation.

Section 3 – Evidence and data used for the assessment (Attach documents where appropriate)

As mentioned in section 2A above, monthly management information is provided to the authority by the current providers, this arrangement will continue upon the award of the new contract.

Section 4 – Conclusions drawn about the equalities impact (positive or negative) of the proposed change or new service/policy (Please use **prompt sheet** in the guidance for help with what to consider):

Equality

The award of the contract has no negative effects on any particular groups of people. Recruiting managers will continue to access CV's in the same way as they currently do via the current supplier's REMAS system.

If you have identified any negative impacts you will need to consider how these can be mitigated to either reduce or remove them. In the table below let us know what mitigation you will take. (Please add rows where needed)			
Identified issue drawn from your conclusions	Actions needed – can you mitigate the impacts? If you can how will you mitigate the impacts?	Who is responsible for the actions? When will the action be completed?	How will it be monitored? What is the expected outcome from the action?
Age			
No impact identified			
Disability			
No impact identified			
Gender Reassignment			
No impact identified			
Marriage and Civil Partnership			
No impact identified			
Pregnancy and Maternity			
No impact identified			
Race (including ethnicity or national origin, colour, nationality and Gypsies and Travellers)			
No impact identified			
Religion and Belief			
No impact identified			
Sex			
No Impact identified			
Sexual Orientation			
No impact identified			
Other (including caring responsibilities, rurality, low income, Military Status etc)			
n/a			

Section 6 - How will the assessment, consultation and outcomes be published and communicated? E.g. reflected in final strategy, published. What steps are in place to review the Impact Assessment	
The impact assessment will form part of the Evaluation report which will support the Key decision Process. It will also be considered as part of the implementation plan for the new contract.	
Completed by:	Paul Skuse, Service Manager, Commercial & Procurement
Date	3 Jan 2018
Signed off by:	Tom Rutland
Date	3 Jan 2018

Scrutiny for Policies and Place Committee Work Programme

Agenda item	Meeting Date	Lead Officer
	24 April 2018	
LTP Implementation Plan		Mike O'Dowd-Jones/Lucy Bath
A303 Option 1 Sparkford & Podimore Junction		Mike O'Dowd-Jones
Temporary Labour Contract Review		Paul Skuse
	22 May 2018	
Highways Terms Maintenance Contract		Andrew Turner/Alyn Jones
Connecting Devon & Somerset Broadband Programme update		Katriona Lovelock
Parking Services update (to include data on the use of surplus)		Steve Deakin/Ollie Woodhams
SCC Draft Business Plan		Alastair Higton
Public Transport Strategy & Rail Strategy		Mike O'Dowd-Jones/Lucy Bath
	19 June 2018	
Property Disposals update		Steve Gale
Council Performance Monitoring report Q4 – 2017/18		Emma Plummer/ Louise Day
	10 July 2018	
Library Service Re-design – Consultation Outcomes TBC		Ollie Woodhams
	11 September 2018	
Library Service Re-design - Recommendations		Ollie Woodhams
	09 October 2018	
Council Performance Monitoring report Q1 +1 – 2018/1		Emma Plummer/ Louise Day
	13 November 2018	
	11 December 2018	
Council Performance Monitoring report Q2 – 2018/19		Emma Plummer/ Louise Day

Note: Members of the Scrutiny Committee and all other Members of Somerset County Council are invited to contribute items for inclusion in the work programme. Please contact Jamie Jackson, Service Manager Scrutiny, who will assist you in submitting your item. jajackson@somerset.gov.uk 01823 359040

To add: Single Use Plastic Policy, income regeneration

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Somerset County Council Forward Plan of proposed Key Decisions

The County Council is required to set out details of planned key decisions at least 28 calendar days before they are due to be taken. This forward plan sets out key decisions to be taken at Cabinet meetings as well as individual key decisions to be taken by either the Leader, a Cabinet Member or an Officer. The very latest details can always be found on our website at:

<http://democracy.somerset.gov.uk/mgListPlans.aspx?RPId=134&RD=0&FD=1&bcr=1>

Regulation 8 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 defines a key decision as an executive decision which is likely:

- (a) to result in the relevant local authority incurring expenditure which is, or the making of savings which are, significant having regard to the relevant local authority's budget for the service or function to which the decision relates; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority.

The Council has decided that the relevant threshold at or above which the decision is significant will be £500,000 for capital / revenue expenditure or savings. Money delegated to schools as part of the Scheme of Financial Management of Schools exercise is exempt from these thresholds once it is delegated to the school.

Cabinet meetings are held in public at County Hall unless Cabinet resolve for all or part of the meeting to be held in private in order to consider exempt information/confidential business. The Forward Plan will show where this is intended. Agendas and reports for Cabinet meetings are also published on the Council's website at least five clear working days before the meeting date.

Individual key decisions that are shown in the plan as being proposed to be taken "not before" a date will be taken within a month of that date, with the requirement that a report setting out the proposed decision will be published on the Council's website at least five working days before the date of decision. Any representations received will be considered by the decision maker at the decision meeting.

In addition to key decisions, the forward plan shown below lists other business that is scheduled to be considered at a Cabinet meeting during the period of the Plan, which will also include reports for information. The monthly printed plan is updated on an ad hoc basis during each month. *Where possible the County Council will attempt to keep to the dates shown in the Plan. It is quite likely, however, that some items will need to be rescheduled and new items added as new circumstances come to light.* Please ensure therefore that you refer to the most up to date plan.

For general enquiries about the Forward Plan:

- You can view it on the County Council web site at <http://democracy.somerset.gov.uk/mgListPlans.aspx?RPId=134&RD=0&FD=1&bcr=1>
- You can arrange to inspect it at County Hall (in Taunton).
- Alternatively, copies can be obtained from Scott Wooldridge or Michael Bryant in the Democratic Services Team by telephoning (01823) 357628 or 359500.

To view the Forward Plan on the website you will need a copy of Adobe Acrobat Reader available free from www.adobe.com
Please note that it could take up to 2 minutes to download this PDF document depending on your Internet connection speed.

To make representations about proposed decisions:

Please contact the officer identified against the relevant decision in the Forward Plan to find out more information or about how your representations can be made and considered by the decision maker.

The Agenda and Papers for Cabinet meetings can be found on the County Council's website at:
<http://democracy.somerset.gov.uk/ieListMeetings.aspx?CId=134&Year=0>

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>NON-KEY DECISION First published: 28 December 2017</p>	<p>Not before 16th Apr 2018 Commercial & Business Services Director</p>	<p>Issue: Strategy for the Management of the County Farms Estate Decision: To approve the publication of the strategy for the management of the County Farms Estate in accordance with existing policies, taking into account the recommendations from Scrutiny Committee Policies & Place</p>			<p>Claire Lovett, Head of Property Tel: 07977412583</p>
<p>FP/17/12/02 First published: 14 December 2017</p>	<p>Not before 23rd Apr 2018 Cabinet Member for Highways and Transport</p>	<p>Issue: Contract for Provision of Bus Lane Enforcement Infrastructure Decision: To award the contract for the enforcement of bus lane enforcement infrastructure</p>		<p>Part exempt</p>	<p>Bev Norman, Service Manager - Traffic Management, Traffic & Transport Development Tel: 01823358089</p>
<p>FP/18/02/01 First published: 6 February 2018</p>	<p>Not before 23rd Apr 2018 Director of Commissioning and Lead Commissioner for Economic Community Infrastructure, Director of Finance, Legal and Governance</p>	<p>Issue: Connecting Devon and Somerset (CDS) Superfast Extension Programme (SEP) Phase 2: decision to accept further grant funding and introduce additional funding into the contract for Lot 4 Decision: To accept additional grant funding from DCMS to invest in broadband infrastructure in Lot 4. To introduce the additional funding into the contract for Lot 4 to deliver more broadband infrastructure in that area</p>			<p>Katrina Lovelock, Economic Development Officer Tel: 01823 359873</p>

Weekly version of plan published on 3 April 2018

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
FP/18/02/112 First published: 1 March 2018	Not before 23rd Apr 2018 Cabinet Member for Resources and Economic Development	Issue: Connecting Devon and Somerset - Completion of Phase 1 Decision: To authorise the Lead Commissioner for ECI to complete the Phase 1 contract		Part exempt	Katriona Lovelock, Economic Development Officer Tel: 01823 359873
FP/18/01/03 First published: 5 January 2018	Not before 23rd Apr 2018 Cabinet Member for Children and Families	Issue: Heathfield School, Taunton - Award of Contract for the Proposed ASD Base Decision: To seek approval to award the contract for the delivery of the propose dnew base			Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962
FP/18/03/06 First published: 13 March 2018	Not before 23rd Apr 2018 Cabinet Member for Corporate and Community Services, Cabinet Member for Resources and Economic Development	Issue: Community Leisure Services Post 2019 Decision: Agree that SCC does not extend or renew the current contract for community leisure provision. Sites will be made available for disposal to the schools were possible.			Barry James, Strategic Commissioning Manager – Community Infrastructure Tel: 01823 356659
FP/18/03/04 First published: 12 March 2018	Not before 23rd Apr 2018 Cabinet Member for Highways and Transport	Issue: Procurement for the construction of traffic signals improvements at the Rowbarton junction in Taunton Decision: To commence the process to secure a contractor to deliver the scheme to improve the traffic signals at Rowbarton junction in Taunton			Sunita Mills, Service Commissioning Manager Tel: 01823 359763

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/18/03/07 First published: 20 March 2018</p>	<p>Not before 23rd Apr 2018 Cabinet Member for Children and Families</p>	<p>Issue: New Bridgwater Special School - Bower Lane Site Decision: Approval to appoint consultancy services for RIBA Stages 0-7 for the delivery of the proposed new school</p>			<p>Carol Bond, Project Manager, Property Programme Team Tel: 01823 355962</p>
<p>FP/18/03/05 First published: 12 March 2018</p>	<p>Not before 23rd Apr 2018 Cabinet Member for Resources and Economic Development</p>	<p>Issue: Disposal of County Farms Decision: Authority to conclude negotiations for the disposal of surplus farm and lands including those disposals to be conducted via public auction as appropriate</p>			<p>Charlie Field, Estates Manager, Corporate Property Tel: 01823355325</p>
<p>FP/18/03/02 First published: 12 March 2018</p>	<p>Not before 23rd Apr 2018 Cabinet Member for Children and Families</p>	<p>Issue: Capital Investment Programme 2018/19: Early Years Building Conditions Decision: 1. Approves the allocations for capital funding to enable the building condition project to be commissioned and delivered at appropriate points between 2018 and 2020. 2. Authorises appropriate officers under delegation to decide on the most appropriate means of procurement in each case</p>			<p>Charlotte Wilson, Service Manager Early Years Commissioning Tel: 01823 357386</p>

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/18/03/09 First published: 23 March 2018</p>	<p>23 Apr 2018 Cabinet Member for Children and Families</p>	<p>Issue: Capital Investment Programme 2018-19 : Early Years Sufficiency Basic Need Decision: That the Cabinet Member for Children and Families: 1. Approves the allocations for capital funding to enable each of the following early years build projects to be commissioned and delivered at appropriate points during the 5-year period between 2018 and 2022: Early Years – Basic Need; 2. Authorises the appropriate officers under delegation to decide on the most appropriate means of procurement in each case.</p>			<p>Charlotte Wilson, Service Manager Early Years Commissioning Tel: 01823 357386</p>
<p>FP/17/01/04 First published: 11 January 2018</p>	<p>2 May 2018 Cabinet</p>	<p>Issue: Award of contract for the provision of Temporary Labour Decision: To approve the award of the temporary labour contract to the preferred supplier under ESPO MSTAR2 framework, as detailed in the appended confidential report</p>		<p>Part exempt</p>	<p>Paul Skuse, Service Manager, Commercial & Procurement - Business</p>
<p>Fp/17/08/12 First published: 6 November 2017</p>	<p>2 May 2018 Cabinet</p>	<p>Issue: County Vision 2017-2021 Decision: to consider the proposed County Vision to recommend to February's Full Council</p>			<p>Simon Clifford, Customers & Communities Director Tel: 01823359166</p>

Weekly version of plan published on 3 April 2018

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/18/02/07 First published: 13 February 2018</p>	<p>2 May 2018 Cabinet</p>	<p>Issue: LTP Implementation Plan adoption and approval for publishing Decision: To agree to a 1 year LTP Implementation Plan to fulfil SCC's statutory obligations. The current one covers 2013-17.</p>			<p>Lucy Bath Tel: 01823 359465</p>
<p>FP/18/02/11 First published: 26 February 2018</p>	<p>2 May 2018 Cabinet</p>	<p>Issue: Capital Investment Programme 2018/19 + Decision: To report on Government grant announcements and recommend capital approvals for 2018/19 and subsequent years to deliver key capital projects</p>			<p>Elizabeth Watkin, Service Manager - Chief Accountant Tel: 01823359573</p>
<p>FP/18/04/03 First published: 9 April 2018</p>	<p>9 May 2018 Commercial & Business Services Director</p>	<p>Issue: Insourcing and re-procurement of Hard FM arrangements for Corporate Estate only Decision: The Council is required to arrange replacement planned and reactive maintenance services (Hard FM) for when the current contract comes finishes at the end of September. The Council proposes to create an in-house team to deliver the core electrical, mechanical and fabric maintenance and procure a suite of contracts to cover specialist maintenance works.</p>			<p>Claire Lovett, Head of Property Tel: 07977412583</p>

Weekly version of plan published on 3 April 2018

FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
FP/17/09/04 First published: 11 September 2017	Not before 14th May 2018 Director of Finance, Legal and Governance, Director of Commissioning and Lead Commissioner for Economic Community Infrastructure	Issue: iAero (Yeovil) Aerospace Centre (2,500 sq m) Acceptance of ERDF Funding Decision: The acceptance of the offer of ERDF funding (£3.5 million), for the iAero (Yeovi) Aerospace Centre			Lynda Madge, Commissioning Manager – Economy & Planning Tel: 01823 356766
FP/18/04/01 First published: 3 April 2018	Not before 14th May 2018 Commercial & Business Services Director	Issue: County Hall Priority 1 Enabling Works approval Decision: SCC Full Council approved funding for Priority 1 works at County Hall in Feb 18. This decision seeks the approval of the first tranche of this funding which ensures enabling works to unlock the full project proceed at the right time			Commercial & Business Services Director
FP/18/02/08 First published: 13 February 2018	Not before 14th May 2018 Cabinet Member for Highways and Transport	Issue: Taunton Transport Strategy Decision: To agree to adopt the joint (with TDBC) Taunton Transport Strategy			Lucy Bath Tel: 01823 359465

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FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
FP/17/08/01 First published: 9 August 2017	Not before 4th Jun 2018 Cabinet Member for Resources and Economic Development	Issue: Disposal of Surplus Land at Castle Cary Decision: Authority to conclude negotiations for the disposal of surplus (former) farm land (13 acres, land only) at Castle Cary. Authority to conclude negotiations for the disposal of surplus (former) farm land (13 acres, land only) at Castle Cary.	Disposal of Surplus Land	Part exempt	Charlie Field, Estates Manager, Corporate Property Tel: 01823355325
FP/18/02/09 First published: 13 February 2018	13 Jun 2018 Cabinet	Issue: Road Safety Strategy Decision: Adoption of the Road Safety Strategy			Lucy Bath Tel: 01823 359465
FP/18/02/06 First published: 13 February 2018	13 Jun 2018 Cabinet	Issue: Rail Strategy Decision: To agree to proceed to public consultation			Lucy Bath Tel: 01823 359465
FP/18/02/05 First published: 13 February 2018	13 Jun 2018 Cabinet	Issue: Public Transport Strategy Decision: To agree to proceed to public consultation			Lucy Bath Tel: 01823 359465
FP/17/11/05 First published: 16 November 2017	13 Jun 2018 Cabinet	Issue: Customer Feedback Annual Reports 2017/18 Decision: Consider the annual customer feedback report and Ombudsman report for 2017/18			Rebecca Martin Tel: 01823 356257

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FP Refs	Decision Date/Maker	Details of the proposed decision	Documents and background papers to be available to decision maker	Does the decision contain any exempt information requiring it to be considered in private?	Contact Officer for any representations to be made ahead of the proposed decision
<p>FP/18/03/08 First published: 20 March 2018</p>	<p>13 Jun 2018 Cabinet</p>	<p>Issue: Somerset County Council Business Plan Decision: Agree the new Business Plan whihc outlines what SCC will do over the next 3 years to deliver the new County Vision</p>			<p>Alastair Higton, Executive Assistant - Policy and Research</p>
<p>FP/18/04/02 First published: 3 April 2018</p>	<p>Not before 25th Jun 2018 Cabinet Member for Adult Social Care</p>	<p>Issue: Shaping the future models for Support in Sheltered Housing in Somerset Decision: SCC's contract for support in sheltered housing schemes is due to end in October 2018, a consultation is taking place between 3rd April – 30th may to seek the view of a wide range of people to discuss the different way which the council could provide these services in the future. This decision is to agree the outcome of that consultation.</p>			<p>Vicky Chipchase, Senior Commissioning Officer Tel: 07775 406590</p>